

# Partnership Synopsis

## All Partnerships At All Army Depots

|  |                                  |   |   |
|--|----------------------------------|---|---|
| <b>A-01</b>  | <b>As of Fourth Quarter FY02</b> |   |   |
| <b>Project:</b> FOX Vehicle Upgrade - Services and Facility Use  |                                  | <b>Status:</b> Currently Active<br>Active Preceding Fiscal Year       |   |
| <b>Command</b>   | <b>DMA(s)</b>                    | <b>Private Entity</b>   | <b>Partnership Type</b>                               |
| TACOM  | ANAD                             | General Dynamics Land Systems (GDLS)<br>Reinmetall Land Systeme, GMBH | Lease Of Facilities And Equipment<br>Sale Of Services |
| <b>Authority</b>   |                                  | <b>Period Of Performance</b>  |   |
| 10 USC 4543<br>Other-Interservice<br>Support Agreement<br>(ISSA)   |                                  | <b>Start Date:</b> December 1996                                      | <b>End Date:</b> December 2005                        |
|  |                                  |   |   |
| <b>Description of Partnership</b>  |                                  |   |   |
| Anniston Army Depot performs vehicle hull upgrade, vehicle NBC tail upgrade, vehicle hull and tail prime paint, vehicle final paint and camouflage application, engine disassembly, and asbestos removal. General Dynamics performs vehicle disassembly, subassembly/component rework, vehicle reassembly, and systems integration and test. |                                  |   |   |
| <b>Weapon System(s) or Equipment Being Supported</b>   |                                  |   |   |
| M901 FOX NBCRS Vehicle   |                                  |   |   |
| <b>Revenue or Consideration</b>  |                                  |   |   |
| Expected Total Revenue Over Life Of Partnership:   |                                  |   | \$11,500,000  |
| Expected Annual Revenue:   |                                  |   | \$1,000,000   |
| Depot Revenue To Date:   |                                  |   | \$6,550,000   |
| <b>Benefits</b>  |                                  |   |   |
| No Metric: Reduced Cycle Time by simultaneous upgrade of vehicles by ANAD and GDLS. Certification of ANAD welders in German Ballistic Welding of Armor Plate with stainless steel filler metal.  |                                  |   |   |
| <b>Workforce</b>   |                                  |   |   |
| Anticipated number of Federal Government jobs at the depot directly attributable to this partnership   |                                  |   | 10.0  |
| Anticipated private sector jobs in the local community (excluding those at the depot)  |                                  |   | Unknown   |
| Anticipated private sector jobs at the depot   |                                  |   | 16.00   |
| Federal Government DLHs at the depot expended to date  |                                  |   | 65,548.0  |
| <b>Capital Investment</b>  |                                  |   |   |
| Expected private sector investment   |                                  |   | \$ 3,000,000  |
| Expected direct investment at the depot by other government entities   |                                  |   | \$ 0  |

| A-03  |                              | As of Fourth Quarter FY02                                       |                                   |
|---|------------------------------|---|-----------------------------------|
| <b>Project:</b> FOX Vehicle Maintenance - Facility Use  |                              | <b>Status:</b> Currently Active<br>Active Preceding Fiscal Year |                                   |
| <b>Command</b>  | <b>DMA(s)</b>                | <b>Private Entity</b>   | <b>Partnership Type</b>           |
| TACOM   | ANAD                         | General Dynamics Land Systems (GDLS)                            | Lease Of Facilities And Equipment |
| <b>Authority</b>  | <b>Period Of Performance</b> |   |                                   |
| Other-Interservice Support Agreement (ISSA)   | <b>Start Date:</b> June 1996 | <b>End Date:</b>  | Ongoing                           |
| <b>Description of Partnership</b>   |                              |   |                                   |
| Anniston Army Depot provides use of underutilized facility to GDLS. General Dynamics performs receipt, storage, and issue of Fox Vehicle subassemblies, components, and parts for fielded vehicles. |                              |   |                                   |
| <b>Weapon System(s) or Equipment Being Supported</b>  |                              |   |                                   |
| FOX NBCRS Vehicles  |                              |   |                                   |
| <b>Revenue or Consideration</b>   |                              |   |                                   |
| Expected Total Revenue Over Life Of Partnership:  |                              |   | \$242,000                         |
| Expected Annual Revenue:  |                              |   | \$30,000                          |
| Depot Revenue To Date:  |                              |   | \$208,000                         |
| <b>Benefits</b>   |                              |   |                                   |
| No product support or improved business processes anticipated.  |                              |   |                                   |
| <b>Workforce</b>  |                              |   |                                   |
| Anticipated number of Federal Government jobs at the depot directly attributable to this partnership  |                              |   | 0.0                               |
| Anticipated private sector jobs in the local community (excluding those at the depot)   |                              |   | Unknown                           |
| Anticipated private sector jobs at the depot  |                              |   | 3.00                              |
| Federal Government DLHs at the depot expended to date   |                              |   | 0.0                               |
| <b>Capital Investment</b>   |                              |   |                                   |
| Expected private sector investment  |                              |   | \$ 0                              |
| Expected direct investment at the depot by other government entities  |                              |   | \$ 0                              |

| A-06  |   | As of Fourth Quarter FY02            |                                   |
|---|---|--------------------------------------|-----------------------------------|
| <b>Project:</b>   | Gunnery Primary Sight (GPS) Manufacturing |                                      | <b>Status:</b> Currently Active   |
| <b>Command</b>  | <b>DMA(s)</b>                             | <b>Private Entity</b>                | <b>Partnership Type</b>           |
| TACOM   | ANAD                                      | General Dynamics Land Systems (GDLS) | Lease Of Facilities And Equipment |
| <b>Authority</b>  | <b>Period Of Performance</b>              |                                      |                                   |
| Not Applicable<br>Other-ISSA  | <b>Start Date:</b>                        | January 1997                         | <b>End Date:</b> Ongoing          |
| <b>Description of Partnership</b>   |   |                                      |                                   |
| Anniston Army Depot provides use of an under-utilized facility to General Dynamics. GDLS performs manufacture of new GPS. |   |                                      |                                   |
| <b>Weapon System(s) or Equipment Being Supported</b>  |   |                                      |                                   |
| Gunnery Primary Sight (GPS) for the Abrams Tank   |   |                                      |                                   |
| <b>Revenue or Consideration</b>   |   |                                      |                                   |
| Expected Total Revenue Over Life Of Partnership:  |   |                                      | \$532,000                         |
| Expected Annual Revenue:  |   |                                      | \$85,000                          |
| Depot Revenue To Date:  |   |                                      | \$510,000                         |
| <b>Benefits</b>   |   |                                      |                                   |
| No product support or improved business processes anticipated.  |   |                                      |                                   |
| <b>Workforce</b>  |   |                                      |                                   |
| Anticipated number of Federal Government jobs at the depot directly attributable to this partnership                      |   |                                      | 0.0                               |
| Anticipated private sector jobs in the local community (excluding those at the depot)                                     |   |                                      | Unknown                           |
| Anticipated private sector jobs at the depot  |   |                                      | 11.00                             |
| Federal Government DLHs at the depot expended to date   |   |                                      | 0.0                               |
| <b>Capital Investment</b>   |   |                                      |                                   |
| Expected private sector investment  |   |                                      | \$ 500,000                        |
| Expected direct investment at the depot by other government entities  |   |                                      | \$ 0                              |

Partnership Synopsis — All Partnerships At All Army Depots

|  |                                 |   |                         |
|--|---------------------------------|---|-------------------------|
| <b>A-08</b>  |                                 | <b>As of Fourth Quarter FY02</b>                                |                         |
| <b>Project:</b> M1/M1A2 Upgrade  |                                 | <b>Status:</b> Currently Active<br>Active Preceding Fiscal Year |                         |
| <b>Command</b>   | <b>DMA(s)</b>                   | <b>Private Entity</b>   | <b>Partnership Type</b> |
| TACOM  | ANAD                            | General Dynamics Land Systems (GDLS)                            | Workshare               |
| <b>Authority</b>   | <b>Period Of Performance</b>    |   |                         |
| Not Applicable   | <b>Start Date:</b> January 1994 | <b>End Date:</b>  | Ongoing                 |
| <b>Description of Partnership</b>  |                                 |   |                         |
| This is a partnership program for the upgrade of a basic M1 tank to the M1A2 configuration. Anniston Army Depot performs vehicle receipt, complete vehicle disassembly, vehicle hull rework and upgrade, demil of turret, overhaul of major subassemblies, overhaul of components, and shipment of vehicle to Lima Army Tank Plant. General Dynamics performs vehicle reassembly, installation of new turret, systems test, and integration. |                                 |   |                         |
| <b>Weapon System(s) or Equipment Being Supported</b>   |                                 |   |                         |
| M1 Basic Vehicles Upgraded to the M1A2 Configuration   |                                 |   |                         |
| <b>Revenue or Consideration</b>  |                                 |   |                         |
| Expected Total Revenue Over Life Of Partnership:   |                                 |   | \$212,600,000           |
| Expected Annual Revenue:   |                                 |   | \$15,300,000            |
| Depot Revenue To Date:   |                                 |   | \$197,300,000           |
| <b>Benefits</b>  |                                 |   |                         |
| No Metric: The warfighter has an improved, state-of-the art M1A2 Tank with which to train and fight.   |                                 |   |                         |
| <b>Workforce</b>   |                                 |   |                         |
| Anticipated number of Federal Government jobs at the depot directly attributable to this partnership   |                                 |   | 107.0                   |
| Anticipated private sector jobs in the local community (excluding those at the depot)  |                                 |   |                         |
| Anticipated private sector jobs at the depot   |                                 |   |                         |
| Federal Government DLHs at the depot expended to date  |                                 |   | 1,635,948.0             |
| <b>Capital Investment</b>  |                                 |   |                         |
| Expected private sector investment   |                                 |   | \$ 0                    |
| Expected direct investment at the depot by other government entities   |                                 |   | \$ 0                    |

| A-17  |   | As of Fourth Quarter FY02                 |   |
|---|---|---|---|
| <b>Project:</b>   | M113 Family of Vehicles (FOV) Overhaul and Conversion |   | <b>Status:</b> Currently Active<br>Active Preceding Fiscal Year |
| <b>Command</b>  | <b>DMA(s)</b>   | <b>Private Entity</b>                     | <b>Partnership Type</b>   |
| TACOM   | ANAD  | United Defense Limited Partnership (UDLP) | Lease Of Facilities And Equipment Workshare                     |
| <b>Authority</b>  | <b>Period Of Performance</b>                          |   |   |
| Other-InterService Support Agreement (ISSA)   | <b>Start Date:</b>                                    | January 1997                              | <b>End Date:</b> Ongoing  |
| <b>Description of Partnership</b>   |   |   |   |
| Anniston Army Depot performs vehicle disassembly, hull overhaul and conversion, and dismate of powerpack. UDLP performs overhaul of subassemblies and components, RISE modification, vehicle assembly, systems integration and test, and final paint.   |   |   |   |
| <b>Weapon System(s) or Equipment Being Supported</b>  |   |   |   |
| M113 Family of Vehicles (FOV)   |   |   |   |
| <b>Revenue or Consideration</b>   |   |   |   |
| Expected Total Revenue Over Life Of Partnership:  |   |   |   |
| Expected Annual Revenue:  |   |   |   |
| Depot Revenue To Date: \$15,896,800   |   |   |   |
| <b>Benefits</b>   |   |   |   |
| No Metric: Reduced Repair Cycle Time—With both ANAD and UDLP continually working vehicles simultaneously, total cycle time is reduced. The RISE modification results in improved operational performance to the soldier. Overhaul and conversion give the soldier a more reliable and improved vehicle with which to train and fight. |   |   |   |
| <b>Workforce</b>  |   |   |   |
| Anticipated number of Federal Government jobs at the depot directly attributable to this partnership  |   |   | 31.0  |
| Anticipated private sector jobs in the local community (excluding those at the depot)   |   |   | 135.00  |
| Anticipated private sector jobs at the depot  |   |   | 2.00  |
| Federal Government DLHs at the depot expended to date   |   |   | 153,858.0   |
| <b>Capital Investment</b>   |   |   |   |
| Expected private sector investment  |   |   | \$ 0  |
| Expected direct investment at the depot by other government entities  |   |   | \$ 0  |

| A-19   |   | As of Fourth Quarter FY02            |   |
|--|---|--------------------------------------|---|
| <b>Project:</b>  | Abrams Integrated Management for the 21st Century (AIM XXI) |                                      | <b>Status:</b> Currently Active<br>Active Preceding Fiscal Year |
| <b>Command</b>   | <b>DMA(s)</b>   | <b>Private Entity</b>                | <b>Partnership Type</b>   |
| TACOM  | ANAD  | General Dynamics Land Systems (GDLS) | Workshare   |
| <b>Authority</b>   | <b>Period Of Performance</b>                                |                                      |   |
| Not Applicable   | <b>Start Date:</b>  | January 1996                         | <b>End Date:</b> September 2010                                 |
| <b>Description of Partnership</b>  |   |                                      |   |
| This is a partnership for an overhaul plus (recapitalization) of the M1A1 tank. Anniston Army Depot performs vehicle receipt, complete vehicle disassembly, vehicle hull overhaul, vehicle turret overhaul, overhaul of major subassemblies, overhaul of components, and shipment of vehicle to Lima Army Tank Plant. General Dynamics performs vehicle reassembly and systems test and integration. |   |                                      |   |
| <b>Weapon System(s) or Equipment Being Supported</b>   |   |                                      |   |
| M1A1 Vehicle   |   |                                      |   |
| <b>Revenue or Consideration</b>  |   |                                      |   |
| Expected Total Revenue Over Life Of Partnership:   |   |                                      | \$469,200,000   |
| Expected Annual Revenue:   |   |                                      | \$47,000,000  |
| Depot Revenue To Date:   |   |                                      | \$140,200,000   |
| <b>Benefits</b>  |   |                                      |   |
| No Metric: The warfighter has an improved, reliable, M1A1 Tank with which to train and fight.  |   |                                      |   |
| <b>Workforce</b>   |   |                                      |   |
| Anticipated number of Federal Government jobs at the depot directly attributable to this partnership   |   |                                      | 240.0   |
| Anticipated private sector jobs in the local community (excluding those at the depot)  |   |                                      |   |
| Anticipated private sector jobs at the depot   |   |                                      |   |
| Federal Government DLHs at the depot expended to date  |   |                                      | 1,147,737.0   |
| <b>Capital Investment</b>  |   |                                      |   |
| Expected private sector investment   |   |                                      | \$ 0  |
| Expected direct investment at the depot by other government entities   |   |                                      | \$ 0  |

| A-25  |   | As of Fourth Quarter FY02 |   |
|---|---|---------------------------|---|
| <b>Project:</b>   | Partnership for Reduced Operation and Support Cost Engine (PROSE) |                           | <b>Status:</b> Currently Active<br>Active Preceding Fiscal Year |
| <b>Command</b>  | <b>DMA(s)</b>   | <b>Private Entity</b>     | <b>Partnership Type</b>   |
| TACOM   | ANAD  | Honeywell                 | Lease Of Facilities And Equipment                               |
| <b>Authority</b>  | <b>Period Of Performance</b>                                      |                           |   |
| Not Applicable<br>Other-Interservice<br>Support Agreement<br>(ISSA)   | <b>Start Date:</b> March 1999                                     | <b>End Date:</b> Ongoing  |   |
| <b>Description of Partnership</b>   |   |                           |   |
| Anniston Army Depot provides use of an under-utilized facility to Honeywell. Honeywell performs the supply of quality parts and material in timeframes to effectively support ANAD's turbine engine repair/overhaul line.   |   |                           |   |
| <b>Weapon System(s) or Equipment Being Supported</b>  |   |                           |   |
| Abrams AGT 1500 Turbine Engine  |   |                           |   |
| <b>Revenue or Consideration</b>   |   |                           |   |
| Expected Total Revenue Over Life Of Partnership:  |   |                           |   |
| Expected Annual Revenue:  |   |                           | \$31,000  |
| Depot Revenue To Date:  |   |                           | \$105,000   |
| <b>Benefits</b>   |   |                           |   |
| There are two benefits from this arrangement. First is reduced customer wait---by having the right part on hand at the right time, the customer receives engines in a more timely manner. The second is reduced repair cycle time---by having the right part on hand at the right time enables faster turbine engine and repair/overhaul. |   |                           |   |
| <b>Workforce</b>  |   |                           |   |
| Anticipated number of Federal Government jobs at the depot directly attributable to this partnership  |   |                           | 0.0   |
| Anticipated private sector jobs in the local community (excluding those at the depot)   |   |                           | 0.00  |
| Anticipated private sector jobs at the depot  |   |                           | 3.00  |
| Federal Government DLHs at the depot expended to date   |   |                           | 0.0   |
| <b>Capital Investment</b>   |   |                           |   |
| Expected private sector investment  |   |                           | \$ 0  |
| Expected direct investment at the depot by other government entities  |   |                           | \$ 698,000  |

| A-29  |               | As of Fourth Quarter FY02                                |   |
|---|---------------|--|---|
| <b>Project:</b> FIREFINDER Block II Program   |               | <b>Status:</b> Completed<br>Active Preceding Fiscal Year |   |
| <b>Command</b>  | <b>DMA(s)</b> | <b>Private Entity</b>                                    | <b>Partnership Type</b>                         |
| CECOM   | TYAD          | Allied Aerospace<br>Northrup Grumman<br>Raytheon<br>TRW  | Sale Of Articles<br>Sale Of Services<br>Teaming |
| <b>Authority</b>  |               | <b>Period Of Performance</b>                             |   |
| 10 USC 2208(j)  |               | <b>Start Date:</b> January 1999                          | <b>End Date:</b> June 2002                      |
| <b>Description of Partnership</b>   |               |  |   |
| As a member of the Raytheon Team, consisting of TRW, Northrup Grumman and Allied Aerospace, Tobyhanna Army Depot (TYAD) designed, manufactured and tested two engineering development model Prime Power Groups for the AN/TPQ-47 program. TYAD provided the cabling and interfaces necessary to mount the Portable Operations Suite in the vehicles, power transfer boxes, as well as integration, test and logistics support at the system level. The AN/TPQ-47 radar is a new capability to provide the warfighter continuous and responsive counter-battery target acquisition for all types and phases of military operations. The system will detect in-flight projectiles and determine and communicate firing point location of mortars, artillery, rockets and missiles. The AN/TPQ-47 provides new radar performance capability and improve operational and support characteristics compared to the existing AN/TPQ-37 system. |               |  |   |
| <b>Weapon System(s) or Equipment Being Supported</b>  |               |  |   |
| AN/TPQ-47 Firefinder  |               |  |   |
| <b>Revenue or Consideration</b>   |               |  |   |
| Expected Total Revenue Over Life Of Partnership:  |               |  | \$972,600                                       |
| Expected Annual Revenue:  |               |  | \$305,000                                       |
| Depot Revenue To Date:  |               |  | \$972,600                                       |
| <b>Benefits</b>   |               |  |   |
| The contract award was made on a best value basis. Tobyhanna Army Depot's vast experience in integrating electronics equipment into vehicles along with Raytheon's radar experience made this partnership the best value to produce the AN/TPQ-47. Manufacturing critical items as an industry subcontractor has allowed Tobyhanna Army Depot (TYAD) to gain exposure to best commercial business practices of a major defense contractor. Working on the AN/TPQ-47 FIREFINDER program has provided TYAD the opportunity to work with the newest counter-battery target acquisition radar and has put TYAD at an advantage to secure future systems support workload.   |               |  |   |
| <b>Workforce</b>  |               |  |   |
| Anticipated number of Federal Government jobs at the depot directly attributable to this partnership  |               |  | 6.0   |
| Anticipated private sector jobs in the local community (excluding those at the depot)   |               |  |   |
| Anticipated private sector jobs at the depot  |               |  |   |
| Federal Government DLHs at the depot expended to date   |               |  | 10,000.0  |
| <b>Capital Investment</b>   |               |  |   |
| Expected private sector investment  |               |  | \$ 0  |
| Expected direct investment at the depot by other government entities  |               |  | \$ 0  |



| A-31   |  | As of Fourth Quarter FY02 |   |
|--|--|---------------------------|---|
| <b>Project:</b>  | Rapid Response to Critical System Requirements (R2CSR) - ARINC, Inc. |                           | <b>Status:</b> Currently Active                 |
| <b>Command</b>   | <b>DMA(s)</b>  | <b>Private Entity</b>     | <b>Partnership Type</b>                         |
| CECOM  | TYAD   | ARINC, Inc.               | Sale Of Articles<br>Sale Of Services<br>Teaming |
| <b>Authority</b>   | <b>Period Of Performance</b>   |                           |   |
| 10 USC 2208(j)   | <b>Start Date:</b>   | October 1998              | <b>End Date:</b> September 2003                 |
| <b>Description of Partnership</b>  |  |                           |   |
| <p>The Rapid Response Program is an OMNIBUS program with workload awarded on task order basis to extend the lifecycles of critical Army and Air Force systems by supporting items not originally intended for maintenance, repair or replacement which require additional operation and support (O&amp;S) services. CECOM awarded three prime contracts for engineering and O&amp;S services, providing integrated and effective maintenance and upgrade of systems across all phases of the life-cycle. The contracts provide a single integrator for the immediate acquisition of an item that is essential to sustain an existing system, and permits delivery of hardware and software in limited quantities to meet immediate O&amp;S needs.</p> <p>Platforms supported include airborne vehicles, wheel/track vehicles, shelters, ground support equipment, the soldier, etc. Subsystems include electronic/mechanical/structural equipment, associated components/parts and computer software or firmware that performs one or more of the following functions:</p> <ul style="list-style-type: none"> <li>- System integrity, to include mechanical/structural, electronic and electromagnetic integrity</li> <li>- Command and control</li> <li>- Information exchange</li> <li>- Communications</li> <li>- Navigation</li> <li>- System survivability</li> <li>- Identification</li> <li>- Power regulation</li> <li>- Electronic sensing</li> <li>- Automatic guidance control</li> <li>- Computer processing and control/display</li> </ul> <p>Tobyhanna has not executed any task orders on this program.</p> |  |                           |   |
| <b>Weapon System(s) or Equipment Being Supported</b>   |  |                           |   |
| Various Air Force and Army communications electronics equipment and vehicles.  |  |                           |   |
| <b>Revenue or Consideration</b>  |  |                           |   |
| Expected Total Revenue Over Life Of Partnership:   |  |                           |   |
| Expected Annual Revenue:   |  |                           |   |
| Depot Revenue To Date: \$0   |  |                           |   |
| <b>Benefits</b>  |  |                           |   |
| <p>The contract was awarded to three prime contractors that were awarded on a best value basis. Each prime contractor has a team of 20+ subcontractors, one of which is Tobyhanna. These teams represented the best value to the Government to perform these engineering, operation and support functions. Tobyhanna participated in Rapid Response program to secure workload on critical systems that was contracted to industry under the Rapid Response Program. Repair of this equipment will help Tobyhanna maintain critical capabilities and skills at the depot. The execution of partnerships on OMNIBUS programs has not been a great success at Tobyhanna. Workload is awarded on a task order basis. The prime contractor and the multiple subcontractors actively market the team's capabilities to potential customers. Since Tobyhanna is</p>  |  |                           |   |

precluded from actively marketing the team, due to non-endorsement requirements, the industry partners have viewed the depot as a “non-participant” in the program. The lack of Tobyhanna’s ability to market with the team has limited the amount of workload that has been offered to the depot. As a result of the lack of success on this program, Tobyhanna is re-evaluating participation on future OMNIBUS programs.

**Workforce**

|  |     |
|--|-----|
| Anticipated number of Federal Government jobs at the depot directly attributable to this partnership | 0.0 |
| Anticipated private sector jobs in the local community (excluding those at the depot)                |     |
| Anticipated private sector jobs at the depot   |     |
| Federal Government DLHs at the depot expended to date  | 0.0 |

**Capital Investment**

|  |      |
|--|------|
| Expected private sector investment                                   | \$ 0 |
| Expected direct investment at the depot by other government entities | \$ 0 |

| A-32   |   | As of Fourth Quarter FY02 |   |
|--|---|---------------------------|---|
| <b>Project:</b>  | Rapid Response to Critical System Requirements (R2CSR) - Lear Siegler |                           | <b>Status:</b> Currently Active                 |
| <b>Command</b>   | <b>DMA(s)</b>   | <b>Private Entity</b>     | <b>Partnership Type</b>                         |
| CECOM  | TYAD  | Lear Siegler              | Sale Of Articles<br>Sale Of Services<br>Teaming |
| <b>Authority</b>   | <b>Period Of Performance</b>  |                           |   |
| 10 USC 2208(j)   | <b>Start Date:</b>  | October 1998              | <b>End Date:</b> September 2003                 |
| <b>Description of Partnership</b>  |   |                           |   |
| <p>The Rapid Response Program is an OMNIBUS program with workload awarded on task order basis to extend the life-cycles of critical Army and Air Force systems by supporting items not originally intended for maintenance, repair or replacement which require additional operation and support (O&amp;S) services. CECOM awarded three prime contracts for engineering and O&amp;S services, providing integrated and effective maintenance and upgrade of systems across all phases of the life-cycle. The contracts provide a single integrator for the immediate acquisition of an item that is essential to sustain an existing system, and permits delivery of hardware and software in limited quantities to meet immediate O&amp;S needs.</p> <p>Platforms supported include airborne vehicles, wheel/track vehicles, shelters, ground support equipment, the soldier, etc. Subsystems include electronic/mechanical/structural equipment, associated components/parts and computer software or firmware that performs one or more of the following functions:</p> <ul style="list-style-type: none"> <li>- System integrity, to include mechanical/structural, electronic and electromagnetic integrity</li> <li>- Command and control</li> <li>- Information exchange</li> <li>- Communications</li> <li>- Navigation</li> <li>- System survivability</li> <li>- Identification</li> <li>- Power regulation</li> <li>- Electronic sensing</li> <li>- Automatic guidance control</li> <li>- Computer processing and control/display.</li> </ul> <p>Tobyhanna has not executed any task orders on this program.</p> |   |                           |   |
| <b>Weapon System(s) or Equipment Being Supported</b>   |   |                           |   |
| Various Air Force and Army communications electronics equipment and vehicles.  |   |                           |   |
| <b>Revenue or Consideration</b>  |   |                           |   |
| Expected Total Revenue Over Life Of Partnership:   |   |                           |   |
| Expected Annual Revenue:   |   |                           |   |
| Depot Revenue To Date: \$0   |   |                           |   |
| <b>Benefits</b>  |   |                           |   |
| <p>Tobyhanna participated in Rapid Response program to secure workload on critical systems that was contracted to industry under the Rapid Response Program. Repair of this equipment will help Tobyhanna maintain critical capabilities and skills at the depot. The execution of partnerships on OMNIBUS programs has not been a great success at Tobyhanna. Workload is awarded on a task order basis. The prime contractor and the multiple subcontractors actively market the team's capabilities to potential customers. Since Tobyhanna is precluded from actively marketing the team, due to non-endorsement requirements, the industry partners have viewed the depot as a "non-participant" in the program. The lack of Tobyhanna's ability to market with the team has limited the amount of workload that has been offered to the depot. As a result of</p>  |   |                           |   |

the lack of success on this program, Tobyhanna is re-evaluating participation on future OMNIBUS programs.

**Workforce**

|  |     |
|--|-----|
| Anticipated number of Federal Government jobs at the depot directly attributable to this partnership | 0.0 |
| Anticipated private sector jobs in the local community (excluding those at the depot)                |     |
| Anticipated private sector jobs at the depot   |     |
| Federal Government DLHs at the depot expended to date  | 0.0 |

**Capital Investment**

|  |      |
|--|------|
| Expected private sector investment                                   | \$ 0 |
| Expected direct investment at the depot by other government entities | \$ 0 |

| A-33   |  | As of Fourth Quarter FY02 |   |
|--|--|---------------------------|---|
| <b>Project:</b>  | Rapid Response to Critical System Requirements (R2CSR) - Lockheed Martin |                           | <b>Status:</b> Currently Active<br>Active Preceding Fiscal Year |
| <b>Command</b>   | <b>DMA(s)</b>  | <b>Private Entity</b>     | <b>Partnership Type</b>   |
| CECOM  | TYAD   | Lockheed Martin           | Sale Of Articles<br>Sale Of Services<br>Teaming                 |
| <b>Authority</b>   | <b>Period Of Performance</b>   |                           |   |
| 10 USC 2208(j)   | <b>Start Date:</b>   | October 1998              | <b>End Date:</b> September 2003                                 |
| <b>Description of Partnership</b>  |  |                           |   |
| <p>The Rapid Response Program is an OMNIBUS program with workload awarded on task order basis to extend the life-cycles of critical Army and Air Force systems by supporting items not originally intended for maintenance, repair or replacement which require additional operation and support (O&amp;S) services. CECOM awarded three prime contracts for engineering and O&amp;S services, providing integrated and effective maintenance and upgrade of systems across all phases of the life-cycle. The contracts provide a single integrator for the immediate acquisition of an item that is essential to sustain an existing system, and permits delivery of hardware and software in limited quantities to meet immediate O&amp;S needs.</p> <p>Platforms supported include airborne vehicles, wheel/track vehicles, shelters, ground support equipment, the soldier, etc. Subsystems include electronic/mechanical/structural equipment, associated components/parts and computer software or firmware that performs one or more of the following functions:</p> <ul style="list-style-type: none"> <li>- System integrity, to include mechanical/structural, electronic and electromagnetic integrity</li> <li>- Command and control</li> <li>- Information exchange</li> <li>- Communications</li> <li>- Navigation</li> <li>- System survivability</li> <li>- Identification</li> <li>- Power regulation</li> <li>- Electronic sensing</li> <li>- Automatic guidance control</li> <li>- Computer processing and control/display</li> </ul> <p>Tobyhanna executed one task order to train contractor personnel to perform integration work at Ft. Hood.</p> |  |                           |   |
| <b>Weapon System(s) or Equipment Being Supported</b>   |  |                           |   |
| Various Army and Air Force communications electronics equipment and vehicles.  |  |                           |   |
| <b>Revenue or Consideration</b>  |  |                           |   |
| Expected Total Revenue Over Life Of Partnership:   |  |                           |   |
| Expected Annual Revenue:   |  |                           |   |
| Depot Revenue To Date: \$2,600   |  |                           |   |
| <b>Benefits</b>  |  |                           |   |
| <p>The contract was awarded to three prime contractors that were awarded on a best value basis. Each prime contractor has a team of 20+ subcontractors, one of which is Tobyhanna. These teams represented the best value to the Government to perform these engineering, operation and support functions. Tobyhanna participated in Rapid Response program to secure workload on critical systems that was contracted to industry under the Rapid Response Program. Repair of this equipment will help Tobyhanna maintain critical capabilities and skills at the depot. The execution of partnerships on OMNIBUS programs has not been a great success at Tobyhanna. Workload is awarded on a task order basis. The prime contractor and the multiple subcontractors actively market the team's capabilities to potential customers. Since Tobyhanna is</p>  |  |                           |   |

precluded from actively marketing the team, due to non-endorsement requirements, the industry partners have viewed the depot as a “non-participant” in the program. The lack of Tobyhanna’s ability to market with the team has limited the amount of workload that has been offered to the depot. As a result of the lack of success on this program, Tobyhanna is re-evaluating participation on future OMNIBUS programs.

**Workforce**

|  |      |
|--|------|
| Anticipated number of Federal Government jobs at the depot directly attributable to this partnership | 0.0  |
| Anticipated private sector jobs in the local community (excluding those at the depot)                |      |
| Anticipated private sector jobs at the depot   |      |
| Federal Government DLHs at the depot expended to date  | 32.0 |

**Capital Investment**

|  |      |
|--|------|
| Expected private sector investment                                   | \$ 0 |
| Expected direct investment at the depot by other government entities | \$ 0 |

| A-38  |                                  | As of Fourth Quarter FY02 |   |
|---|----------------------------------|---------------------------|---|
| <b>Project:</b>   | CECOM Field Support Services - 1 |                           | <b>Status:</b> Currently Active                 |
| <b>Command</b>  | <b>DMA(s)</b>                    | <b>Private Entity</b>     | <b>Partnership Type</b>                         |
| CECOM   | TYAD                             | EPS                       | Sale Of Articles<br>Sale Of Services<br>Teaming |
| <b>Authority</b>  | <b>Period Of Performance</b>     |                           |   |
| 10 USC 2208(j)  | <b>Start Date:</b>               | February 2000             | <b>End Date:</b> January 2006                   |
| <b>Description of Partnership</b>   |                                  |                           |   |
| <p>This OMNIBUS contract is to provide for non-personal contractual field support for the Communications and Electronics Command (CECOM) Logistics Readiness Center and includes services, personnel, facilities and material for new equipment training, total package fielding, contract field support representatives, regional support/electronic sustainment centers, and counter-narcotics/counter-terrorism program support. The contractor shall perform logistical and maintenance services for Command, Control, Communication, Computer, Intelligence, Electronic Warfare and Sensors (C4IEW&amp;S) equipment. The goal of this program is to assure maximum mission effectiveness and system operational availability in the most cost-effective manner by providing contractor personnel with skill levels and expertise to complement present organic Government capabilities. Work will be performed at Fort Monmouth, NJ, Fort Belvoir, VA, at various locations inside and outside of the continental United States, and is expected to be completed by 8 January 2006.</p> <p>Tobyhanna did not execute any task orders on this program.</p>  |                                  |                           |   |
| <b>Weapon System(s) or Equipment Being Supported</b>  |                                  |                           |   |
| Cmd, Control, Communication, Computer, Intel, Electronic Warfare & Sensors equip log & maintenance  |                                  |                           |   |
| <b>Revenue or Consideration</b>   |                                  |                           |   |
| Expected Total Revenue Over Life Of Partnership:  |                                  |                           |   |
| Expected Annual Revenue:  |                                  |                           |   |
| Depot Revenue To Date: \$0  |                                  |                           |   |
| <b>Benefits</b>   |                                  |                           |   |
| <p>The contract was awarded to two prime contractors that were awarded on a best value basis. Each prime contractor has a team of multiple subcontractors, one of which is Tobyhanna. These teams represented the best value to the Government to perform these engineering, operation and support functions. Tobyhanna participated in this program to secure workload on critical systems that was contracted to industry under the program. Repair of this equipment will help Tobyhanna maintain critical capabilities and skills at the depot. The execution of partnerships on OMNIBUS programs has not been a great success at Tobyhanna. Workload is awarded on a task order basis. The prime contractor and the multiple subcontractors actively market the team's capabilities to potential customers. Since Tobyhanna is precluded from actively marketing the team, due to non-endorsement requirements, the industry partners have viewed the depot as a "non-participant" in the program. The lack of Tobyhanna's ability to market with the team has limited the amount of workload that has been offered to the depot. As a result of the lack of success on this program, Tobyhanna is re-evaluating participation on future OMNIBUS programs.</p> |                                  |                           |   |
| <b>Workforce</b>  |                                  |                           |   |
| Anticipated number of Federal Government jobs at the depot directly attributable to this partnership  |                                  |                           | 0.0   |
| Anticipated private sector jobs in the local community (excluding those at the depot)   |                                  |                           |   |
| Anticipated private sector jobs at the depot  |                                  |                           |   |
| Federal Government DLHs at the depot expended to date   |                                  |                           | 0.0   |
| <b>Capital Investment</b>   |                                  |                           |   |
| Expected private sector investment  |                                  |                           | \$ 0  |
| Expected direct investment at the depot by other government entities  |                                  |                           | \$ 0  |

| A-39  |                              | As of Fourth Quarter FY02 |   |
|---|------------------------------|---------------------------|---|
| <b>Project:</b>   | Navy Tri-Service             |                           | <b>Status:</b> Currently Active                 |
| <b>Command</b>  | <b>DMA(s)</b>                | <b>Private Entity</b>     | <b>Partnership Type</b>                         |
| SPAWAR  | TYAD                         | ARINC, Inc.               | Sale Of Articles<br>Sale Of Services<br>Teaming |
| <b>Authority</b>  | <b>Period Of Performance</b> |                           |   |
| 10 USC 2208(j)  | <b>Start Date:</b>           | December 1999             | <b>End Date:</b> December 2004                  |
| <b>Description of Partnership</b>   |                              |                           |   |
| <p>This is an OMNIBUS type program where the prime contractors will provide specific engineering and logistics capabilities to various military departments and weapon system managers, to accomplish the overhaul support requirements needed to sustain aging weapons systems. The primary objective of reverse or re-engineering is the development of unrestricted technical data adequate for competitive procurement through engineering evaluations of existing hardware. This includes technology insertion, engineering analysis, design, prototyping, fabrication, testing, and calibration. Execution of this contract will require the contractor to participate in Integrated Product Teams (IPTs), non-Government Standards Bodies (NGSBs), Technical Coordination Groups (TCGs), and other functions as required to satisfy system sustainment requirements. Programs requiring this type of sustainment support include Army, Air Force, Navy and Marine Corps major weapon systems, subsystems and components.</p> <p>Tobyhanna did not execute any task orders on this program.</p>   |                              |                           |   |
| <b>Weapon System(s) or Equipment Being Supported</b>  |                              |                           |   |
| Provide sustainment support to Services' aging major weapon systems, subsystems and components.   |                              |                           |   |
| <b>Revenue or Consideration</b>   |                              |                           |   |
| Expected Total Revenue Over Life Of Partnership:  |                              |                           |   |
| Expected Annual Revenue:  |                              |                           |   |
| Depot Revenue To Date: \$0  |                              |                           |   |
| <b>Benefits</b>   |                              |                           |   |
| <p>The contract was awarded to three prime contractors that were awarded on a best value basis. Each prime contractor has a team of multiple subcontractors, one of which is Tobyhanna Army Depot. These teams represented the best value to the Government to perform these engineering, operation and support functions. Tobyhanna Army Depot (TYAD) participates in the Tri-Service Support program to secure workload on critical systems that was contracted to industry under the program. Repair of this equipment will help TYAD maintain critical capabilities and skills at the depot. The execution of partnerships on OMNIBUS programs has not been a great success at TYAD. Workload is awarded on a task order basis. The prime contractor and the multiple subcontractors actively market the team's capabilities to potential customers. Since TYAD is precluded from actively marketing the team, due to non-endorsement requirements, the industry partners have viewed the depot as a "non-participant" in the program. The lack of Tobyhanna's ability to market with the team has limited the amount of workload that has been offered to the depot. As a result of the lack of success on this program, TYAD is re-evaluating participation on future OMNIBUS programs.</p> |                              |                           |   |
| <b>Workforce</b>  |                              |                           |   |
| Anticipated number of Federal Government jobs at the depot directly attributable to this partnership  |                              |                           | 0.0   |
| Anticipated private sector jobs in the local community (excluding those at the depot)   |                              |                           |   |
| Anticipated private sector jobs at the depot  |                              |                           |   |
| Federal Government DLHs at the depot expended to date   |                              |                           | 0.0   |
| <b>Capital Investment</b>   |                              |                           |   |
| Expected private sector investment  |                              |                           | \$ 0  |
| Expected direct investment at the depot by other government entities  |                              |                           | \$ 0  |



Partnership Synopsis — All Partnerships At All Army Depots

|   |                               |  |                         |
|---|-------------------------------|--|-------------------------|
| <b>A-42</b>   |                               | <b>As of Fourth Quarter FY02</b>                         |                         |
| <b>Project:</b> M915A4 Glider Program   |                               | <b>Status:</b> Completed<br>Active Preceding Fiscal Year |                         |
| <b>Command</b>  | <b>DMA(s)</b>                 | <b>Private Entity</b>                                    | <b>Partnership Type</b> |
| TACOM   | RRAD                          | Lear Siegler, Inc. (LSI)                                 | Sale Of Services        |
| <b>Authority</b>  | <b>Period Of Performance</b>  |  |                         |
| 10 USC 2208(j)  | <b>Start Date:</b> March 2001 | <b>End Date:</b>   | September 2002          |
| <b>Description of Partnership</b>   |                               |  |                         |
| This partnership is a result of a Focus Sustainment Contract award to LSI for a level of repair on the M915A4 Glider Program. RRAD provides support to LSI under a subcontract for testing, qualifying, and painting the engine as well as cleaning and painting the axle or bogie. |                               |  |                         |
| <b>Weapon System(s) or Equipment Being Supported</b>  |                               |  |                         |
| M915A4  |                               |  |                         |
| <b>Revenue or Consideration</b>   |                               |  |                         |
| Expected Total Revenue Over Life Of Partnership:  |                               |  | \$316,000               |
| Expected Annual Revenue:  |                               |  |                         |
| Depot Revenue To Date:  |                               |  | \$157,000               |
| <b>Benefits</b>   |                               |  |                         |
| No product support or improved business processes anticipated.  |                               |  |                         |
| <b>Workforce</b>  |                               |  |                         |
| Anticipated number of Federal Government jobs at the depot directly attributable to this partnership  |                               |  | 1.0                     |
| Anticipated private sector jobs in the local community (excluding those at the depot)   |                               |  | 10.00                   |
| Anticipated private sector jobs at the depot  |                               |  | 0.00                    |
| Federal Government DLHs at the depot expended to date   |                               |  | 1,783.0                 |
| <b>Capital Investment</b>   |                               |  |                         |
| Expected private sector investment  |                               |  | \$ 0                    |
| Expected direct investment at the depot by other government entities  |                               |  | \$ 0                    |

| A-43   |   | As of Fourth Quarter FY02                                 |   |
|--|---|---|---|
| <b>Project:</b>  | Multiple Launch Rocket System (MLRS) M270A1 |   | <b>Status:</b> Currently Active<br>Active Preceding Fiscal Year |
| <b>Command</b>   | <b>DMA(s)</b>                               | <b>Private Entity</b>                                     | <b>Partnership Type</b>   |
| TACOM  | RRAD  | Lockeed Martin Missiles and Fire Control (LMMFC) - Camden | Workshare   |
| <b>Authority</b>   | <b>Period Of Performance</b>                |   |   |
| Other-PM managed MOA   | <b>Start Date:</b>                          | June 2000   | <b>End Date:</b> Ongoing  |
| <b>Description of Partnership</b>  |   |   |   |
| RRAD is overhauling the M270A1 vehicle chassis and components and transporting the completed chassis to LMMFC-Camden facilities for integration and upgrade of the Loader Launcher and its related components. |   |   |   |
| <b>Weapon System(s) or Equipment Being Supported</b>   |   |   |   |
| M270A1 Multiple Launch Rocket System (MLRS)  |   |   |   |
| <b>Revenue or Consideration</b>  |   |   |   |
| Expected Total Revenue Over Life Of Partnership:   |   |   |   |
| Expected Annual Revenue:   |   |   | \$700,000   |
| Depot Revenue To Date:   |   |   | \$24,000,000  |
| <b>Benefits</b>  |   |   |   |
| No product support or improved business processes anticipated.   |   |   |   |
| <b>Workforce</b>   |   |   |   |
| Anticipated number of Federal Government jobs at the depot directly attributable to this partnership   |   |   | 70.0  |
| Anticipated private sector jobs in the local community (excluding those at the depot)  |   |   |   |
| Anticipated private sector jobs at the depot   |   |   |   |
| Federal Government DLHs at the depot expended to date  |   |   | 157,940.0   |
| <b>Capital Investment</b>  |   |   |   |
| Expected private sector investment   |   |   | \$ 0  |
| Expected direct investment at the depot by other government entities   |   |   | \$ 0  |

| A-44   |  | As of Fourth Quarter FY02  |   |
|--|--|----------------------------|---|
| <b>Project:</b>  | Heavy Expanded Mobility Tactical Truck (HEMTT) |                            | <b>Status:</b> Currently Active<br>Active Preceding Fiscal Year |
| <b>Command</b>   | <b>DMA(s)</b>                                  | <b>Private Entity</b>      | <b>Partnership Type</b>   |
| TACOM  | RRAD   | Oshkosh Truck Center (OTC) | Workshare   |
| <b>Authority</b>   | <b>Period Of Performance</b>                   |                            |   |
| Other-PM-managed MOA   | <b>Start Date:</b>                             | January 2001               | <b>End Date:</b> Ongoing  |
| <b>Description of Partnership</b>  |  |                            |   |
| Program for the recapitalization of the Heavy Expanded Mobility Tactical Truck (HEMTT) is a direct "50/50" split of vehicle requirements between Red River Army Depot and Oshkosh Truck Center. Each partner is to overhaul or recapitalize a complete vehicle. The MOA is PM-managed. |  |                            |   |
| <b>Weapon System(s) or Equipment Being Supported</b>   |  |                            |   |
| Heavy Expanded Mobility Tactical Truck (HEMTT)   |  |                            |   |
| <b>Revenue or Consideration</b>  |  |                            |   |
| Expected Total Revenue Over Life Of Partnership:   |  |                            |   |
| Expected Annual Revenue:   |  |                            | \$17,500,000  |
| Depot Revenue To Date:   |  |                            | \$9,500,000   |
| <b>Benefits</b>  |  |                            |   |
| No product support or improved business processes anticipated.   |  |                            |   |
| <b>Workforce</b>   |  |                            |   |
| Anticipated number of Federal Government jobs at the depot directly attributable to this partnership   |  |                            | 30.0  |
| Anticipated private sector jobs in the local community (excluding those at the depot)  |  |                            |   |
| Anticipated private sector jobs at the depot   |  |                            |   |
| Federal Government DLHs at the depot expended to date  |  |                            | 62,128.0  |
| <b>Capital Investment</b>  |  |                            |   |
| Expected private sector investment   |  |                            | \$ 0  |
| Expected direct investment at the depot by other government entities   |  |                            | \$ 0  |

| A-46   |   | As of Fourth Quarter FY02                      |   |
|--|---|--|---|
| <b>Project:</b>  | Bradley Fire Support Team (BFIST) Vehicle |  | <b>Status:</b> Currently Active<br>Active Preceding Fiscal Year |
| <b>Command</b>   | <b>DMA(s)</b>                             | <b>Private Entity</b>                          | <b>Partnership Type</b>   |
| TACOM  | RRAD                                      | United Defense Limited Partnership (UDLP)-York | Workshare   |
| <b>Authority</b>   | <b>Period Of Performance</b>              |  |   |
| Other-PM managed MOA   | <b>Start Date:</b>                        | October 2000                                   | <b>End Date:</b> Ongoing  |
| <b>Description of Partnership</b>  |   |  |   |
| Red River Army Depot (RRAD) produces and overhauls the A2 Operation Desert Storm (ODS) configuration of the Bradley Fighting Vehicle System to a statement of work. Once the chassis and related components are completed at RRAD, the vehicle is then transported to United Defense Limited Partnership (UDLP)-York for BFIST integration. The actual work on the BFIST Vehicle was completed in June 2002, but the agreement remains open for additional work. |   |  |   |
| <b>Weapon System(s) or Equipment Being Supported</b>   |   |  |   |
| Bradley Fire Support Team Vehicle  |   |  |   |
| <b>Revenue or Consideration</b>  |   |  |   |
| Expected Total Revenue Over Life Of Partnership:   |   |  |   |
| Expected Annual Revenue:   |   |  | \$17,500,000  |
| Depot Revenue To Date:   |   |  | \$38,904,000  |
| <b>Benefits</b>  |   |  |   |
| No product support or improved business processes anticipated.   |   |  |   |
| <b>Workforce</b>   |   |  |   |
| Anticipated number of Federal Government jobs at the depot directly attributable to this partnership   |   |  | 83.0  |
| Anticipated private sector jobs in the local community (excluding those at the depot)  |   |  |   |
| Anticipated private sector jobs at the depot   |   |  |   |
| Federal Government DLHs at the depot expended to date  |   |  | 254,280.0   |
| <b>Capital Investment</b>  |   |  |   |
| Expected private sector investment   |   |  | \$ 0  |
| Expected direct investment at the depot by other government entities   |   |  | \$ 0  |

| A-47   |                              | As of Fourth Quarter FY02  |   |
|--|------------------------------|--|---|
| <b>Project:</b>  | AN/PRC-112 Modernization     |  | <b>Status:</b> Currently Active<br>Active Preceding Fiscal Year |
| <b>Command</b>   | <b>DMA(s)</b>                | <b>Private Entity</b>  | <b>Partnership Type</b>   |
| CECOM  | TYAD                         | American Competitive Institute (ACI)<br>Engineering & Professional Services,<br>Inc.<br>Kaiser Electronics | Sale Of Services<br>Teaming                                     |
| <b>Authority</b>   | <b>Period Of Performance</b> |  |   |
| 10 USC 2208(j)   | <b>Start Date:</b>           | February 2001  | <b>End Date:</b> February 2011                                  |
| <b>Description of Partnership</b>  |                              |  |   |
| Engineering Professional Services (EPS) will manage the overall contract. Tadiran Spectralink will design the radio and components. Kaiser Electronics will manufacture a component and subassembly. American Competitive Institute (ACI) will make an enhanced battery, case, and charger.  |                              |  |   |
| Tobyhanna Army Depot will assemble and warrant the final product (10 year warranty).   |                              |  |   |
| <b>Weapon System(s) or Equipment Being Supported</b>   |                              |  |   |
| AN-PRC-112(D) Survival Radio   |                              |  |   |
| <b>Revenue or Consideration</b>  |                              |  |   |
| Expected Total Revenue Over Life Of Partnership:   |                              |  | \$1,000,000   |
| Expected Annual Revenue:   |                              |  | \$100,000   |
| Depot Revenue To Date:   |                              |  | \$1,600,000   |
| <b>Benefits</b>  |                              |  |   |
| The contract was awarded on a best value basis. This team represented the best value to the Government to perform the AN/PRD-112(D) survivability radio upgrade. Participation in the AN/PRD-112(D) upgrade has allowed Tobyhanna Army Depot to gain exposure to best commercial business practices of a major defense contractor. Working on the program has provided Tobyhanna Army Depot the opportunity to work with newest communications equipment and support the next generation of the AN/PRD-112 radio. LEAN Manufacturing has been instituted to make all processes more efficient. |                              |  |   |
| <b>Workforce</b>   |                              |  |   |
| Anticipated number of Federal Government jobs at the depot directly attributable to this partnership   |                              |  | 6.0   |
| Anticipated private sector jobs in the local community (excluding those at the depot)  |                              |  |   |
| Anticipated private sector jobs at the depot   |                              |  |   |
| Federal Government DLHs at the depot expended to date  |                              |  | 560.0   |
| <b>Capital Investment</b>  |                              |  |   |
| Expected private sector investment   |                              |  | \$ 0  |
| Expected direct investment at the depot by other government entities   |                              |  | \$ 0  |

| A-48   |                              | As of Fourth Quarter FY02 |  |
|--|------------------------------|---------------------------|--|
| <b>Project:</b>  | Weapon Systems Omnibus - 1   |                           | <b>Status:</b> Completed   |
| <b>Command</b>   | <b>DMA(s)</b>                | <b>Private Entity</b>     | <b>Partnership Type</b>  |
| CECOM  | TYAD                         | Blackhawk Mgt., Inc.      | Other-Repair & Return of Foreign Military Equipment<br>Sale Of Articles<br>Sale Of Services<br>Teaming |
| <b>Authority</b>   | <b>Period Of Performance</b> |                           |  |
| 10 USC 2208(j)   | <b>Start Date:</b>           | December 1999             | <b>End Date:</b> October 2002  |
| <b>Description of Partnership</b>  |                              |                           |  |
| <p>The Weapon System OMNIBUS Support Services Program was awarded by CECOM. The contractors provide a full range of life-cycle telecommunication support services for Command, Control, Communication, Computer, Intelligence, Electronic Warfare and Sensors (C4IEWS) systems being developed, managed and supported at Fort Monmouth. Services on the program include:</p> <ul style="list-style-type: none"> <li>- Life cycle maintenance and maintainability engineering</li> <li>- Maintenance engineering and technical support services</li> <li>- Technical manual development, to include Interactive Electronic Technical Manuals (IETMs)</li> <li>- Foreign Military Sales</li> <li>- Producibility Engineering/Product Quality Management</li> <li>- Production Engineering Support and Sustainment</li> <li>- Value Engineering/Operating and Support Cost Reduction/Modernization through Spares/Specifications and Standards Acquisition Reform (VE/OSCR/MTS/SSAR)</li> <li>- General Engineering, Electrical/Electronic Engineering and Mechanical Engineering</li> <li>- Integrated Logistics Support</li> <li>- Development of models and prototypes</li> <li>- Contract Field Support Representatives (CFSRs)</li> </ul> <p>Blackhawk is providing the Management and Logistics support for Foreign Military Sales (FMS). Tobyhanna is providing source of repair for various communications-electronics equipment (i.e., aircraft instrumentation) associated with the FMS effort.</p> |                              |                           |  |
| <b>Weapon System(s) or Equipment Being Supported</b>   |                              |                           |  |
| Comand, Control, Communications, Computers, Intelligence, Electronic Warfare and Sensors (C4IEWS); Systems   |                              |                           |  |
| <b>Revenue or Consideration</b>  |                              |                           |  |
| Expected Total Revenue Over Life Of Partnership:   |                              |                           |  |
| Expected Annual Revenue:   |                              |                           |  |
| Depot Revenue To Date: \$941,000   |                              |                           |  |
| <b>Benefits</b>  |                              |                           |  |
| <p>Turn Around Time improved from 700 days to less than 120 days (average). Tobyhanna participated in Weapons System OMNIBUS Support Services Program to secure workload on critical systems that was contracted to industry under the program. Repair of this equipment will help Tobyhanna maintain critical capabilities and skills at the depot. The execution of partnerships on OMNIBUS programs has not been a great success at Tobyhanna. Workload is awarded on a task order basis. The prime contractor and the multiple subcontractors actively market the team's capabilities to potential customers. Since Tobyhanna is precluded from actively marketing the team, due to non-endorsement requirements, the industry partners have viewed the depot as a "non-participant" in the program. The lack of Tobyhanna's ability to market with the team has limited the amount of workload that has been offered to the depot. As a result of the lack of success on this program, Tobyhanna is re-evaluating participation on future OMNIBUS programs.</p>   |                              |                           |  |
| <b>Workforce</b>   |                              |                           |  |

**Partnership Synopsis — All Partnerships At All Army Depots**

| <b>Workforce</b>   |          |
|--|----------|
| Anticipated number of Federal Government jobs at the depot directly attributable to this partnership | 7.0      |
| Anticipated private sector jobs in the local community (excluding those at the depot)                |          |
| Anticipated private sector jobs at the depot   |          |
| Federal Government DLHs at the depot expended to date  | 10,000.0 |
| <b>Capital Investment</b>  |          |
| Expected private sector investment   | \$ 0     |
| Expected direct investment at the depot by other government entities                                 | \$ 0     |

| A-49   |                              | As of Fourth Quarter FY02       |   |
|--|------------------------------|---------------------------------|---|
| <b>Project:</b>  | Weapon Systems Omnibus - 2   |                                 | <b>Status:</b> Currently Active                 |
| <b>Command</b>   | <b>DMA(s)</b>                | <b>Private Entity</b>           | <b>Partnership Type</b>                         |
| CECOM  | TYAD                         | Information System Support Inc. | Sale Of Articles<br>Sale Of Services<br>Teaming |
| <b>Authority</b>   | <b>Period Of Performance</b> |                                 |   |
| 10 USC 2208(j)   | <b>Start Date:</b>           | December 1999                   | <b>End Date:</b> December 2004                  |
| <b>Description of Partnership</b>  |                              |                                 |   |
| <p>The Weapon System OMNIBUS Support Services Program was awarded by CECOM. The contractors provide a full range of life-cycle telecommunication support services for Command, Control, Communications, Computers, Intelligence, Electronic Warfare and Sensors (C4IEWS) systems being developed, managed and supported at Fort Monmouth. Services on the program include:</p> <ul style="list-style-type: none"> <li>- Life cycle maintenance and maintainability engineering.</li> <li>- Maintenance engineering and technical support services.</li> <li>- Technical Manual development, to include Interactive Electronic Technical Manuals (IETMs)</li> <li>- Foreign Military Sales</li> <li>- Producibility Engineering/Product Quality Management</li> <li>- Production Engineering Support and Sustainment</li> <li>- Value Engineering/Operating and Support Cost Reduction/Modernization through Spares/Specifications and Standards Acquisition Reform (VE/OSCR/MTS/SSAR).</li> <li>- General Engineering, Electrical/Electronic Engineering, and Mechanical Engineering</li> <li>- Integrated Logistics Support</li> <li>- Development of models and prototypes</li> <li>- Contract Field Support Representatives (CFSRs)</li> </ul> <p>Tobyhanna has not executed any task orders on this program.</p> |                              |                                 |   |
| <b>Weapon System(s) or Equipment Being Supported</b>   |                              |                                 |   |
| Command, Control, Communications, Computers, Intelligence, Electronic Warfare and Sensors (C4IEWS); Systems  |                              |                                 |   |
| <b>Revenue or Consideration</b>  |                              |                                 |   |
| Expected Total Revenue Over Life Of Partnership:   |                              |                                 |   |
| Expected Annual Revenue:   |                              |                                 |   |
| Depot Revenue To Date: \$0   |                              |                                 |   |
| <b>Benefits</b>  |                              |                                 |   |
| <p>The contract was awarded to two prime contractors that were awarded on a best value basis. Each prime contractor has a team of 20+ subcontractors, one of which is Tobyhanna. These teams represented the best value to the Government to perform these engineering, operation and support functions. Tobyhanna participated in Weapons System OMNIBUS Support Services Program to secure workload on critical systems that was contracted to industry under the program. Repair of this equipment will help Tobyhanna maintain critical capabilities and skills at the depot. The execution of partnerships on OMNIBUS programs has not been a great success at Tobyhanna. Workload is awarded on a task order basis. The prime contractor and the multiple subcontractors actively market the team's capabilities to potential customers. Since Tobyhanna is precluded from actively marketing the team, due to non-endorsement requirements, the industry partners have viewed the depot as a "non-participant" in the program. The lack of Tobyhanna's ability to market with the team has limited the amount of workload that has been offered to the depot. As a result of the lack of success on this program, Tobyhanna is re-evaluating participation on future OMNIBUS programs.</p>                    |                              |                                 |   |
| <b>Workforce</b>   |                              |                                 |   |



**Partnership Synopsis — All Partnerships At All Army Depots**

| <b><u>Workforce</u></b>  |      |
|--|------|
| Anticipated number of Federal Government jobs at the depot directly attributable to this partnership | 0.0  |
| Anticipated private sector jobs in the local community (excluding those at the depot)                |      |
| Anticipated private sector jobs at the depot   |      |
| Federal Government DLHs at the depot expended to date  | 0.0  |
| <b><u>Capital Investment</u></b>   |      |
| Expected private sector investment   | \$ 0 |
| Expected direct investment at the depot by other government entities                                 | \$ 0 |

| A-50  |                                  | As of Fourth Quarter FY02                                    |   |
|---|----------------------------------|--|---|
| <b>Project:</b>   | CECOM Field Support Services - 2 |  | <b>Status:</b> Currently Active                 |
| <b>Command</b>  | <b>DMA(s)</b>                    | <b>Private Entity</b>  | <b>Partnership Type</b>                         |
| CECOM   | TYAD                             | Logistics Engineering & Environmental Support Services, Inc. | Sale Of Articles<br>Sale Of Services<br>Teaming |
| <b>Authority</b>  | <b>Period Of Performance</b>     |  |   |
| 10 USC 2208(j)  | <b>Start Date:</b>               | February 2000  | <b>End Date:</b> January 2006                   |
| <b>Description of Partnership</b>   |                                  |  |   |
| <p>This OMNIBUS contract is to provide for non-personal contractual field support for the Communications and Electronics Command (CECOM) Logistics Readiness Center and includes services, personnel, facilities and material for new equipment training, total package fielding, contract field support representatives, regional support/electronic sustainment centers, and counter-narcotics/counter-terrorism program support. The contractor shall perform logistical and maintenance services for Command, Control, Communication, Computer, Intelligence, Electronic Warfare and Sensors (C4IEW&amp;S) equipment. The goal of this program is to assure maximum mission effectiveness and system operational availability in the most cost effective manner by providing contractor personnel with skill levels and expertise to complement present organic Government capabilities. Work will be performed at Fort Monmouth, NJ, Fort Belvoir, VA, at various locations inside and outside of the continental United States, and is expected to be completed by 8 January 2006.</p> <p>Tobyhanna did not execute any task orders on this program.</p>  |                                  |  |   |
| <b>Weapon System(s) or Equipment Being Supported</b>  |                                  |  |   |
| Cmd, Control, Communication, Computer, Intel, Electronic Warfare & Sensors equip log & maintenance.   |                                  |  |   |
| <b>Revenue or Consideration</b>   |                                  |  |   |
| Expected Total Revenue Over Life Of Partnership:  |                                  |  |   |
| Expected Annual Revenue:  |                                  |  |   |
| Depot Revenue To Date: \$0  |                                  |  |   |
| <b>Benefits</b>   |                                  |  |   |
| <p>The contract was awarded to two prime contractors that were awarded on a best value basis. Each prime contractor has a team of multiple subcontractors, one of which is Tobyhanna. These teams represented the best value to the Government to perform these engineering, operation and support functions. Tobyhanna participated in this program to secure workload on critical systems that was contracted to industry under the program. Repair of this equipment will help Tobyhanna maintain critical capabilities and skills at the depot. The execution of partnerships on OMNIBUS programs has not been a great success at Tobyhanna. Workload is awarded on a task order basis. The prime contractor and the multiple subcontractors actively market the team's capabilities to potential customers. Since Tobyhanna is precluded from actively marketing the team, due to non-endorsement requirements, the industry partners have viewed the depot as a "non-participant" in the program. The lack of Tobyhanna's ability to market with the team has limited the amount of workload that has been offered to the depot. As a result of the lack of success on this program, Tobyhanna is re-evaluating participation on future OMNIBUS programs.</p> |                                  |  |   |
| <b>Workforce</b>  |                                  |  |   |
| Anticipated number of Federal Government jobs at the depot directly attributable to this partnership  |                                  |  | 0.0   |
| Anticipated private sector jobs in the local community (excluding those at the depot)   |                                  |  |   |
| Anticipated private sector jobs at the depot  |                                  |  |   |
| Federal Government DLHs at the depot expended to date   |                                  |  | 0.0   |
| <b>Capital Investment</b>   |                                  |  |   |
| Expected private sector investment  |                                  |  | \$ 0  |
| Expected direct investment at the depot by other government entities  |                                  |  | \$ 0  |

| A-51  |  | As of Fourth Quarter FY02 |  |
|---|--|---------------------------|--|
| <b>Project:</b>   | Area Common User System (ACUS) Program |                           | <b>Status:</b> Currently Active<br>Active Preceding Fiscal Year  |
| <b>Command</b>  | <b>DMA(s)</b>                          | <b>Private Entity</b>     | <b>Partnership Type</b>  |
| CECOM   | TYAD                                   | CMC Electronics           | Other-Under an agreement with the Program Mgr, use of space by Laguna Industries.<br>Sale Of Articles<br>Sale Of Services<br>Teaming |
| <b>Authority</b>  | <b>Period Of Performance</b>           |                           |  |
| 10 USC 2208(j)  | <b>Start Date:</b>                     | October 1998              | <b>End Date:</b> October 2007  |
| <b>Description of Partnership</b>   |  |                           |  |
| <p>The Area Common User System (ACUS) supports the power projection force of the 21st century, from sustaining-base to foxhole, through planned modifications and support for its migration to the Army's Warfighter Information Network-Tactical (WIN-T) systems architecture. ACUS is a communications system made up of a series of network node switching centers connected primarily by line-of-sight (LOS) multi-channel radios and tactical satellites (TACSAT). Army ACUS networks are Tri-Service Tactical Communications (TRI-TAC) at echelons above corps (EAC) and mobile subscriber equipment (MSE) at echelons corps and below (ECB). ACUS provides a multi-user, common-user area system for high-volume voice and data communications. Users at or near extension nodes link to the system for access to other users. Tobyhanna Army Depot (TYAD) is designing and manufacturing modification installation kits that are being installed by Laguna Industries personnel at TYAD and Ft. Hood.</p> |  |                           |  |
| <b>Weapon System(s) or Equipment Being Supported</b>  |  |                           |  |
| Area Common User System   |  |                           |  |
| <b>Revenue or Consideration</b>   |  |                           |  |
| Expected Total Revenue Over Life Of Partnership:  |  |                           |  |
| Expected Annual Revenue:  |  |                           | \$500,000  |
| Depot Revenue To Date:  |  |                           | \$2,150,000  |
| <b>Benefits</b>   |  |                           |  |
| <p>The contract award was made on a best value basis. The manufacture of the modification kits at Tobyhanna Army Depot (TYAD) with the installations by the other team member, Laguna Industries, is the best value to the Government. Manufacturing critical items as an industry subcontractor has allowed Tobyhanna Army Depot to gain exposure to best commercial business practices of a major defense contractor. Working on the ACUS modernization program has provided TYAD the opportunity to work with newest communications equipment that is supporting the migration to the next generation system, WIN-T.</p>   |  |                           |  |
| <b>Workforce</b>  |  |                           |  |
| Anticipated number of Federal Government jobs at the depot directly attributable to this partnership  |  |                           | 15.0   |
| Anticipated private sector jobs in the local community (excluding those at the depot)   |  |                           |  |
| Anticipated private sector jobs at the depot  |  |                           |  |
| Federal Government DLHs at the depot expended to date   |  |                           | 24,538.0   |
| <b>Capital Investment</b>   |  |                           |  |
| Expected private sector investment  |  |                           | \$ 0   |
| Expected direct investment at the depot by other government entities  |  |                           | \$ 0   |

| A-52   |  | As of Fourth Quarter FY02     |                                 |
|--|--|-------------------------------|---------------------------------|
| <b>Project:</b>  | H-60 Overhaul and Repair of Airframe and Structural Components |                               | <b>Status:</b> Currently Active |
| <b>Command</b>   | <b>DMA(s)</b>  | <b>Private Entity</b>         | <b>Partnership Type</b>         |
| AMCOM  | CCAD   | Sikorsky Aircraft Corporation | Teaming                         |
| <b>Authority</b>   | <b>Period Of Performance</b>                                   |                               |                                 |
| Other-MOU Dated 13 Jan 2000  | <b>Start Date:</b>   | January 2000                  | <b>End Date:</b> January 2004   |
| <b>Description of Partnership</b>  |  |                               |                                 |
| <p>Sikorsky Aircraft Corporation, AMCOM, CCAD and DLA are mutually exploring technical, engineering and logistical services and supplies to assist the depot and AMCOM in achieving reduced repair turnaround time, and applying industry best practices in the overhaul and repair of H-60 components. Sikorsky is providing technical support for each H-60 aircraft and component repair lines to identify cycle time inhibitors and to measure current repair turnaround time prior to installation of new processes and practices. The goal of this partnering effort is to reduce repair turnaround time of overhauled/repared airframes and components for the H-60. This effort is aimed at enabling sufficient production line capacity to fulfill AMCOM's annual demands supporting DoD units through CCAD production. This partnering effort also focuses on CCAD's ability to surge to address H-60 demand levels during increased optempo. Sikorsky Aircraft Corporation currently has four on-site representatives providing technical services and support to CCAD plus another full-time equivalent within the factory to provide support to the on-site team. Through collaboration with CCAD Pre-Shop Analysis personnel, Sikorsky Aircraft Corporation has identified major structures, long lead-time recurring demand parts and strategic inventory required to expedite the repair of critically-need aircraft moving through the CCAD repair lines. A second key tenet of this effort is to fully integrate these major assemblies into the depot repair methodology to expedite the return of critically-needed aircraft to DoD operators.</p>   |  |                               |                                 |
| <b>Weapon System(s) or Equipment Being Supported</b>   |  |                               |                                 |
| H-60 Black Hawk Aircraft   |  |                               |                                 |
| <b>Revenue or Consideration</b>  |  |                               |                                 |
| Expected Total Revenue Over Life Of Partnership:   |  |                               |                                 |
| Expected Annual Revenue:   |  |                               |                                 |
| Depot Revenue To Date: \$0   |  |                               |                                 |
| <b>Benefits</b>  |  |                               |                                 |
| <p>The first delivery order of a five-year technical, engineering and logistical services and supplies contract was awarded 2 Dec 02 to Sikorsky Aircraft Corporation. A kitting warehouse is ready for full operation as of 14 Mar 03, which will be the central point for kitting materiel that will be used in CCAD overhaul and Recapitalization efforts for 35 H-60 components. The goal of this contract is to 1) reduce repair turnaround time of overhauled H-60 components, and 2) increase the reliability of CCAD overhauled/repared components for the customer, the warfighter. This partnering effort is aimed at CCAD's direct production work centers to enable sufficient H-60 production line capacity to fulfill AMCOM's annual demands supporting DoD units. It focuses on CCAD's ability to surge to address H-60 demand levels during surge. The on-site Sikorsky team is coming aboard CCAD as a result of the contract. Through collaboration with CCAD Pre-Shop Analysis personnel, Sikorsky Aircraft Corporation has identified major structures, long lead-time recurring demand parts, and strategic inventory required to expedite the repair of critically-needed aircraft moving through the CCAD repair lines. While there is no data yet for the H-60 technical, engineering and logistical services, and supplies components contract that was awarded 2 Dec 02, the partnering work between Sikorsky and CCAD's Pre-Shop Analysis and engineers has resulted in obtaining non-standard, non-stocked structural assemblies at CCAD in record time. The manufacturing lead-time was cut from a normal thirty-month plus history to a twelve-month period. These structural assemblies are located close to the hangar in which crash damage and structural work are accomplished, and these kits represent the equivalent of 2 ½ aircraft. This improved process links very well with CCAD's LEAN efforts to minimize waste and increase throughput in a very dramatic way. In one instance, the normal lead time to get a structural pylon to a field unit was accomplished in thirteen days by CCAD as a result of the partnering work between CCAD and Sikorsky engineering and technical personnel in developing the structural kit approach.</p> |  |                               |                                 |
| <b>Workforce</b>   |  |                               |                                 |

**Partnership Synopsis — All Partnerships At All Army Depots**

|  |      |
|--|------|
| <b><u>Workforce</u></b>  |      |
| Anticipated number of Federal Government jobs at the depot directly attributable to this partnership | 0.0  |
| Anticipated private sector jobs in the local community (excluding those at the depot)                | 0.00 |
| Anticipated private sector jobs at the depot   | 4.00 |
| Federal Government DLHs at the depot expended to date  | 0.0  |
| <b><u>Capital Investment</u></b>   |      |
| Expected private sector investment   | \$ 0 |
| Expected direct investment at the depot by other government entities                                 | \$ 0 |

| A-53  |                                 | As of Fourth Quarter FY02         |                                 |
|---|---------------------------------|-----------------------------------|---------------------------------|
| <b>Project:</b>   | T700 Engine Overhaul and Repair |                                   | <b>Status:</b> Currently Active |
| <b>Command</b>  | <b>DMA(s)</b>                   | <b>Private Entity</b>             | <b>Partnership Type</b>         |
| AMCOM   | CCAD                            | General Electric Aircraft Engines | Teaming                         |
| <b>Authority</b>  | <b>Period Of Performance</b>    |                                   |                                 |
| Other-MOU   | <b>Start Date:</b>              | September 2000                    | <b>End Date:</b> December 2005  |
| <b>Description of Partnership</b>   |                                 |                                   |                                 |
| <p>The GE contract includes GE-provided technical, engineering and logistical services to CCAD's T700 engine line. 100 percent of parts support is a key element of this contract. This plan is included in all CCAD partnering efforts. GE is providing overhaul workstation kits from an on-site kitting warehouse in addition to Original Equipment Manufacturer (OEM) technical and engineering assistance to improve overhaul processes at CCAD. CCAD artisans overhaul the T700 utilizing kits.</p>   |                                 |                                   |                                 |
| <b>Weapon System(s) or Equipment Being Supported</b>  |                                 |                                   |                                 |
| T700 Engines  |                                 |                                   |                                 |
| <b>Revenue or Consideration</b>   |                                 |                                   |                                 |
| Expected Total Revenue Over Life Of Partnership:  |                                 |                                   |                                 |
| Expected Annual Revenue:  |                                 |                                   |                                 |
| Depot Revenue To Date: \$0  |                                 |                                   |                                 |
| <b>Benefits</b>   |                                 |                                   |                                 |
| <p>The goal of the partnership effort is to reduce Turn Around Time (TAT) by 61.6 percent over the life of the contract. Results through the introduction of GE Six Sigma process has assisted Corpus Christi Army Depot in reducing TAT by 50 percent from start of contract to date. Six Sigma process improvements will lead to increase of TOW towards a metric of 835 hours by FY05. Current process improvements have resulted in a 50 percent shipped shaft horsepower (SHP) margin which will increase TOW by greatly eliminating shaft removals for low power. Business management practices have been greatly enhanced by adopting GE's Six Sigma Business Management model to introduce customer driven business metrics and ownership. Fifty CCAD employees have attended GE Six Sigma training classes. Two CCAD employees have been trained as Six Sigma Black Belts. Commercial best practices have been introduced in CCAD's production control and shop scheduling; resulting in improved process shops scheduling and more consistent conformance scheduling practices. GE has provided customer communications through Web- based technology it has shared with the depot. Together, GE and CCAD have accelerated overhaul repair technology improvements that have been incorporated into the T700 Maintenance Manual. The latest version of training materials were provided to the T700 assemblers for reference use. An industry best practice was introduced during engine assembly because of the implementation of the T700 Rotable System. The improvement of engine-awaiting-specific-module-to-build when a compatible subassembly is available was replaced with the new process. The T700 midframe turn around time was identified as a critical path for the T700 Engine. The GE Team introduced specific commercial practices that reduced the processes by 39 days. With the reduction of T700 midframe turnaround time, overall engine turnaround time goals could be achieved.</p> <p>Currently, Power Up Lean Logistics (PULL) teams have been established to utilize production schedule requirements to identify shop capacity/capability constraints and launch process improvement processes to eliminate these constraints. GE has provided excellent coverage and response to the schedules, constraints, process improvements, tooling and equipment requirements. Each CCAD team has been briefed on the inventory available to the shops.</p> <p>Through process improvement recommendations implemented by CCAD, annual engine production rates have increased from 195 in CY00 to 296 in CY01, with a current projection of 424 through CY02. This production increase was achieved without significant manpower level or overtime increases. With implementation of Six Sigma projects, Pull Team efforts and best commercial practices in place, the turn around time has dramatically improved from 260 days, from contract inception to a present 140 days. The depot is presently at TAT of 140 days. Production shows a 54 percent improvement from CY00 to date.</p> |                                 |                                   |                                 |
| <b>Workforce</b>  |                                 |                                   |                                 |

**Partnership Synopsis — All Partnerships At All Army Depots**

| <b><u>Workforce</u></b>  |       |
|--|-------|
| Anticipated number of Federal Government jobs at the depot directly attributable to this partnership | 0.0   |
| Anticipated private sector jobs in the local community (excluding those at the depot)                | 0.00  |
| Anticipated private sector jobs at the depot   | 15.00 |
| Federal Government DLHs at the depot expended to date  | 0.0   |
| <b><u>Capital Investment</u></b>   |       |
| Expected private sector investment   | \$ 0  |
| Expected direct investment at the depot by other government entities                                 | \$ 0  |

| A-54  |  | As of Fourth Quarter FY02    |                                 |
|---|--|------------------------------|---------------------------------|
| <b>Project:</b>   | T55/T53 Engines Overhaul and Repair Activities |                              | <b>Status:</b> Currently Active |
| <b>Command</b>  | <b>DMA(s)</b>                                  | <b>Private Entity</b>        | <b>Partnership Type</b>         |
| AMCOM   | CCAD   | Honeywell International      | Teaming                         |
| <b>Authority</b>  | <b>Period Of Performance</b>                   |                              |                                 |
| Other-MOU Dated 10 August 2000  | <b>Start Date:</b> August 2000                 | <b>End Date:</b> August 2003 |                                 |
| <b>Description of Partnership</b>   |  |                              |                                 |
| Honeywell provides technical, engineering and logistical support with parts being furnished to CCAD workstations, with the goals of reducing repair turnaround time (RTAT) and increasing the reliability of overhauled/repared engines and engine components for the CH-47 weapon system. The intent is to have Honeywell provide its technical and engineering assistance based on Original Equipment Manufacturer (OEM) product design and logistics database. Honeywell will develop workscope and process improvement recommendations to be utilized in the depot repair procedures based on best commercial practices. Moreover CCAD anticipates following in the same footsteps developed through partnering efforts with General Electric.                                    |  |                              |                                 |
| <b>Weapon System(s) or Equipment Being Supported</b>  |  |                              |                                 |
| T55 Family of Engines   |  |                              |                                 |
| <b>Revenue or Consideration</b>   |  |                              |                                 |
| Expected Total Revenue Over Life Of Partnership:  |  |                              |                                 |
| Expected Annual Revenue:  |  |                              |                                 |
| Depot Revenue To Date: \$0  |  |                              |                                 |
| <b>Benefits</b>   |  |                              |                                 |
| CCAD focuses its public-private partnerships on reducing repair turnaround time and increasing the reliability of CCAD overhauled/repared weapon systems and their components for the customer, the warfighter. CCAD does this through technical, engineering, and logistical process improvements in conjunction with Original Equipment Manufacturer partnering aimed at CCAD's repair workstations and processes. From a business process perspective, CCAD expects to increase its capacity and reduce long-term depot costs as a result of these partnerships. These efforts are aimed at direct production work centers that overhaul T55 engines and subcomponents. Currently, the T55 partnering work is in the statement-of-work development phase to achieve these metrics. |  |                              |                                 |
| <b>Workforce</b>  |  |                              |                                 |
| Anticipated number of Federal Government jobs at the depot directly attributable to this partnership  |  |                              | 0.0                             |
| Anticipated private sector jobs in the local community (excluding those at the depot)   |  |                              | 0.00                            |
| Anticipated private sector jobs at the depot  |  |                              | 9.00                            |
| Federal Government DLHs at the depot expended to date   |  |                              | 0.0                             |
| <b>Capital Investment</b>   |  |                              |                                 |
| Expected private sector investment  |  |                              | \$ 0                            |
| Expected direct investment at the depot by other government entities  |  |                              | \$ 0                            |



|  |   |                                  |  |
|--|---|----------------------------------|--|
| <b>A-55</b>  |   | <b>As of Fourth Quarter FY02</b> |  |
| <b>Project:</b>  | RT 875 Container Crane (CC) Pilot Project |                                  | <b>Status:</b> Completed                           |
| <b>Command</b>   | <b>DMA(s)</b>                             | <b>Private Entity</b>            | <b>Partnership Type</b>                            |
| AMCOM  | LEAD                                      | Grove Worldwide                  | Government Furnished Resources<br>Sale Of Services |
| <b>Authority</b>   | <b>Period Of Performance</b>              |                                  |  |
| 10 USC 4543  | <b>Start Date:</b>                        | January 2001                     | <b>End Date:</b> August 2001                       |
| <b>Description of Partnership</b>  |   |                                  |  |
| Grove Worldwide, working with TACOM was tasked to develop a Service Life Extension Plan for the RT875 Crane. Grove requested LEAD partner to provide engineering services for the development of maintenance procedures for the refurbishment of the RT875 Cranes. LEAD's experience with maintenance of ground support vehicles made it an ideal candidate to work with Grove to assist in developing the program. This partnering effort involved two initial pilot units. Specifically, Grove requested LEAD provide a depot engineer to work in the Grove facility, with the contractor's staff, to develop and document the refurbishment processes and procedures for the pilot cranes. Work involved the identification of processes, tooling, equipment, manpower, technical data and procedures for the Service Life Extension Program. Grove Worldwide provided the facilities, tooling, equipment and technical staff. LEAD provided the engineering expertise and automation to develop and document the effort. |   |                                  |  |
| <b>Weapon System(s) or Equipment Being Supported</b>   |   |                                  |  |
| Rough Terrain 875 Series, 40 Ton Crane   |   |                                  |  |
| <b>Revenue or Consideration</b>  |   |                                  |  |
| Expected Total Revenue Over Life Of Partnership:   |   |                                  | \$35,586   |
| Expected Annual Revenue:   |   |                                  | \$35,586   |
| Depot Revenue To Date:   |   |                                  | \$35,586   |
| <b>Benefits</b>  |   |                                  |  |
| TACOM will directly benefit from this effort in that the refurbishment of the RT875 Crane will save the Army approximately 50 to 60 percent of the cost to replace this equipment with new production units.   |   |                                  |  |
| <b>Workforce</b>   |   |                                  |  |
| Anticipated number of Federal Government jobs at the depot directly attributable to this partnership   |   |                                  | 1.0  |
| Anticipated private sector jobs in the local community (excluding those at the depot)  |   |                                  |  |
| Anticipated private sector jobs at the depot   |   |                                  |  |
| Federal Government DLHs at the depot expended to date  |   |                                  | 555.0  |
| <b>Capital Investment</b>  |   |                                  |  |
| Expected private sector investment   |   |                                  | \$ 0   |
| Expected direct investment at the depot by other government entities   |   |                                  | \$ 0   |

| A-56   |                                 | As of Fourth Quarter FY02          |   |
|--|---------------------------------|------------------------------------|---|
| <b>Project:</b>  | Recuperator Plate Manufacturing |                                    | <b>Status:</b> Currently Active<br>Active Preceding Fiscal Year |
| <b>Command</b>   | <b>DMA(s)</b>                   | <b>Private Entity</b>              | <b>Partnership Type</b>   |
| TACOM  | ANAD                            | Honeywell (Formerly Allied Signal) | Lease Of Facilities And Equipment<br>Sale Of Services           |
| <b>Authority</b>   | <b>Period Of Performance</b>    |                                    |   |
| 10 USC 4543  | <b>Start Date:</b>              | January 1998                       | <b>End Date:</b> Ongoing  |
| <b>Description of Partnership</b>  |                                 |                                    |   |
| Anniston Army Depot performs material handling and material movement. Honeywell performs the manufacture of recuperator pair plates.   |                                 |                                    |   |
| Note: Former partnerships entitled "Recuperator - Packaging and Material Movement" and "Recuperator - Facility Use" have been combined under this partnership.                     |                                 |                                    |   |
| <b>Weapon System(s) or Equipment Being Supported</b>   |                                 |                                    |   |
| AGT 1500 Engine Recuperator  |                                 |                                    |   |
| <b>Revenue or Consideration</b>  |                                 |                                    |   |
| Expected Total Revenue Over Life Of Partnership:   |                                 |                                    |   |
| Expected Annual Revenue:   |                                 |                                    | \$200,000   |
| Depot Revenue To Date:   |                                 |                                    | \$1,600,000   |
| <b>Benefits</b>  |                                 |                                    |   |
| No Metric: This arrangement ultimately supports the M1 Abrams Tanks. This partnering arrangement enabled certification of Anniston welders to European Aluminum Welding Standards. |                                 |                                    |   |
| <b>Workforce</b>   |                                 |                                    |   |
| Anticipated number of Federal Government jobs at the depot directly attributable to this partnership   |                                 |                                    | 2.0   |
| Anticipated private sector jobs in the local community (excluding those at the depot)  |                                 |                                    | Unknown   |
| Anticipated private sector jobs at the depot   |                                 |                                    | 41.00   |
| Federal Government DLHs at the depot expended to date  |                                 |                                    | 5,000.0   |
| <b>Capital Investment</b>  |                                 |                                    |   |
| Expected private sector investment   |                                 |                                    | \$ Unknown  |
| Expected direct investment at the depot by other government entities   |                                 |                                    | \$ 2,900,000  |

| A-57   |  | As of Fourth Quarter FY02 |   |
|--|--|---------------------------|---|
| <b>Project:</b>  | AH-64 Apache & CH-47 Chinook Overhaul & Repair of Airframe Structures & Components |                           | <b>Status:</b> Currently Active<br>Active Preceding Fiscal Year |
| <b>Command</b>   | <b>DMA(s)</b>  | <b>Private Entity</b>     | <b>Partnership Type</b>   |
| AMCOM  | CCAD   | The Boeing Company        | Teaming   |
| <b>Authority</b>   | <b>Period Of Performance</b>   |                           |   |
| Other-MOU Dated 14 Sep 2000  | <b>Start Date:</b>   | September 2000            | <b>End Date:</b> July 2003                                      |
| <b>Description of Partnership</b>  |  |                           |   |
| CCAD awarded a partnering contract to Boeing, 1 May 02. Boeing provides technical, engineering and logistical support, and parts being furnished on an emergency basis only. The goals of this arrangement are reducing repair turnaround time (RTAT) and increasing the reliability of overhauled/repared airframes and components for both the AH-64 and CH-47 weapon systems. Boeing provides its technical and engineering assistance based on Original Equipment Manufacturer (OEM) product design and logistics database. Boeing develops workscope and process improvement recommendations to be utilized in the depot repair procedures, based on best commercial practices. Boeing currently has ten on-site representatives that will be providing services and support to CCAD.   |  |                           |   |
| <b>Weapon System(s) or Equipment Being Supported</b>   |  |                           |   |
| AH-64; CH-47   |  |                           |   |
| <b>Revenue or Consideration</b>  |  |                           |   |
| Expected Total Revenue Over Life Of Partnership:   |  |                           |   |
| Expected Annual Revenue:   |  |                           |   |
| Depot Revenue To Date: \$0   |  |                           |   |
| <b>Benefits</b>  |  |                           |   |
| CCAD focuses its public-private partnerships on reducing repair turnaround time and increasing the reliability of CCAD overhauled/repared weapon systems and their components for the warfighter customer. CCAD does this through technical, engineering, and logistics process improvements aimed at CCAD's repair workstations and processes. CCAD expects to increase its capacity and reduce long-term depot costs as a result of public-private partnerships. It is anticipated that these improvements will affect repair turnaround, capacity and long-term costs in CCAD's Chinook and Apache production lines. CCAD and Boeing have collectively worked to develop a structural kit list consisting of major structural assemblies and components for crash damaged Apaches and Chinooks coming to CCAD for repair. Upon receipt of funding, CCAD will purchase these unique, non-standard, non-stock-listed assemblies from Boeing expecting to realize a 50 percent time-savings in production lead-time from the current 24-36 months; thus reducing the repair turnaround time of the aircraft. It is expected that Boeing will introduce commercial best practices into various aspects of CCAD's processes. Prior to contract award, Boeing was already providing recommendations for process improvements, parts substitutions, etc. |  |                           |   |
| One example of a recent improvement to a current business process involved Boeing's on-site Stress and Mechanical Engineers. They created alternative repair processes for CCAD Structural Repair personnel for the AH-64 wings with damaged mounts, AH-64 Ammo Bay Stringers, and the AH-64 Nose Gearbox Heater Fairing. Thus, the new procedures reduced the normal repair time for these parts and saved two wings, two stringers, and a vertical stabilizer that would normally have been determined "beyond economical repair."   |  |                           |   |
| <b>Workforce</b>   |  |                           |   |
| Anticipated number of Federal Government jobs at the depot directly attributable to this partnership   |  |                           | 0.0   |
| Anticipated private sector jobs in the local community (excluding those at the depot)  |  |                           | 0.00  |
| Anticipated private sector jobs at the depot   |  |                           | 10.00   |
| Federal Government DLHs at the depot expended to date  |  |                           | 0.0   |

**Partnership Synopsis — All Partnerships At All Army Depots**

| <b>Capital Investment</b>  |    |   |
|--|----|---|
| Expected private sector investment                                   | \$ | 0 |
| Expected direct investment at the depot by other government entities | \$ | 0 |

| A-59   |   | As of Fourth Quarter FY02                 |   |
|--|---|---|---|
| <b>Project:</b>  | Opposing Forces Surrogate Vehicle (OSV) |   | <b>Status:</b> Currently Active<br>Active Preceding Fiscal Year |
| <b>Command</b>   | <b>DMA(s)</b>                           | <b>Private Entity</b>                     | <b>Partnership Type</b>   |
| Tank-automotive and Armaments Command  | ANAD                                    | United Defense Limited Partnership (UDLP) | Workshare   |
| <b>Authority</b>   | <b>Period Of Performance</b>            |   |   |
| Not Applicable   | <b>Start Date:</b>                      | January 1999                              | <b>End Date:</b> May 2003                                       |
| <b>Description of Partnership</b>  |   |   |   |
| Anniston Army Depot performs fabrication of OSV unique parts and spares, partial vehicle disassembly, abrasive cleaning of hull, hull machining and repair, component repair and conversion, component painting, turret assembly, turret integration and program management. UDLP performs overhaul of subassemblies and components, RISE modification, vehicle assembly, systems integration and test, and final painting. Rock Island performs fabrication of turrets, rotors, and baskets; and provides Bradley kit components. |   |   |   |
| <b>Weapon System(s) or Equipment Being Supported</b>   |   |   |   |
| M113 Family of Vehicles (FOV)  |   |   |   |
| <b>Revenue or Consideration</b>  |   |   |   |
| Expected Total Revenue Over Life Of Partnership:   |   |   | \$35,660,641  |
| Expected Annual Revenue:   |   |   |   |
| Depot Revenue To Date:   |   |   | \$35,660,641  |
| <b>Benefits</b>  |   |   |   |
| No Metric: Reduced Repair Cycle Time—With ANAD, Rock Island, and UDLP continually working vehicle workload simultaneously, total cycle time is reduced. The RISE modification results in improved operational performance to the soldier. The overhaul and conversion give the soldier a more reliable and improved vehicle with which to train and fight. As a result of this program ANAD has achieved additional welding certifications.  |   |   |   |
| <b>Workforce</b>   |   |   |   |
| Anticipated number of Federal Government jobs at the depot directly attributable to this partnership   |   |   | 148.0   |
| Anticipated private sector jobs in the local community (excluding those at the depot)  |   |   | 135.00  |
| Anticipated private sector jobs at the depot   |   |   | 0.00  |
| Federal Government DLHs at the depot expended to date  |   |   | 401,000.0   |
| <b>Capital Investment</b>  |   |   |   |
| Expected private sector investment   |   |   | \$ 0  |
| Expected direct investment at the depot by other government entities   |   |   | \$ 0  |

| A-60  |                              | As of Fourth Quarter FY02          |   |
|---|------------------------------|------------------------------------|---|
| <b>Project:</b>   | Hercules                     |                                    | <b>Status:</b> Currently Active<br>Active Preceding Fiscal Year |
| <b>Command</b>  | <b>DMA(s)</b>                | <b>Private Entity</b>              | <b>Partnership Type</b>   |
| TACOM   | ANAD                         | United Defense Limited Partnership | Workshare   |
| <b>Authority</b>  | <b>Period Of Performance</b> |                                    |   |
| Not Applicable  | <b>Start Date:</b>           | January 1998                       | <b>End Date:</b> Ongoing  |
| <b>Description of Partnership</b>   |                              |                                    |   |
| Anniston Army Depot performs vehicle disassembly, hull structural repair, and front blade assembly repair. UDLP performs vehicle modifications, vehicle reassembly, and systems test and integration. |                              |                                    |   |
| <b>Weapon System(s) or Equipment Being Supported</b>  |                              |                                    |   |
| Hercules (M88A2) Vehicle  |                              |                                    |   |
| <b>Revenue or Consideration</b>   |                              |                                    |   |
| Expected Total Revenue Over Life Of Partnership:  |                              |                                    |   |
| Expected Annual Revenue:  |                              |                                    | \$0   |
| Depot Revenue To Date:  |                              |                                    | \$9,000,000   |
| <b>Benefits</b>   |                              |                                    |   |
| No product support or improved business processes anticipated.  |                              |                                    |   |
| <b>Workforce</b>  |                              |                                    |   |
| Anticipated number of Federal Government jobs at the depot directly attributable to this partnership  |                              |                                    | 30.0  |
| Anticipated private sector jobs in the local community (excluding those at the depot)   |                              |                                    |   |
| Anticipated private sector jobs at the depot  |                              |                                    |   |
| Federal Government DLHs at the depot expended to date   |                              |                                    | 110,272.0   |
| <b>Capital Investment</b>   |                              |                                    |   |
| Expected private sector investment  |                              |                                    | \$ 0  |
| Expected direct investment at the depot by other government entities  |                              |                                    | \$ 0  |

| A-61  |                              | As of Fourth Quarter FY02                 |   |
|---|------------------------------|---|---|
| <b>Project:</b>   | Paladin                      |   | <b>Status:</b> Currently Active<br>Active Preceding Fiscal Year |
| <b>Command</b>  | <b>DMA(s)</b>                | <b>Private Entity</b>                     | <b>Partnership Type</b>   |
| TACOM   | ANAD                         | United Defense Limited Partnership (UDLP) | Workshare   |
| <b>Authority</b>  | <b>Period Of Performance</b> |   |   |
| Not Applicable  | <b>Start Date:</b>           | January 1998                              | <b>End Date:</b> Ongoing  |
| <b>Description of Partnership</b>   |                              |   |   |
| Anniston Army Depot performs overhaul and conversion of chassis assembly, overhaul and conversion of armament system, and provides components of turret kit. UDLP performs fabrication and assembly of new cab, vehicle reassembly, and systems test and integration. |                              |   |   |
| <b>Weapon System(s) or Equipment Being Supported</b>  |                              |   |   |
| Paladin Self Propelled Artillery  |                              |   |   |
| <b>Revenue or Consideration</b>   |                              |   |   |
| Expected Total Revenue Over Life Of Partnership:  |                              |   | \$1,600,000   |
| Expected Annual Revenue:  |                              |   |   |
| Depot Revenue To Date:  |                              |   | \$1,600,000   |
| <b>Benefits</b>   |                              |   |   |
| This workload and partnership as a result of BRAC has brought a new mission workload and new capability to ANAD--that of overhaul of the Paladin and FAASV vehicles.  |                              |   |   |
| <b>Workforce</b>  |                              |   |   |
| Anticipated number of Federal Government jobs at the depot directly attributable to this partnership  |                              |   | 10.0  |
| Anticipated private sector jobs in the local community (excluding those at the depot)   |                              |   |   |
| Anticipated private sector jobs at the depot  |                              |   |   |
| Federal Government DLHs at the depot expended to date   |                              |   | 23,434.0  |
| <b>Capital Investment</b>   |                              |   |   |
| Expected private sector investment  |                              |   | \$ 0  |
| Expected direct investment at the depot by other government entities  |                              |   | \$ 5,500,000  |

| A-62   |                              | As of Fourth Quarter FY02            |   |
|--|------------------------------|--------------------------------------|---|
| <b>Project:</b>  | STRYKER - 1                  |                                      | <b>Status:</b> Currently Active                       |
| <b>Command</b>   | <b>DMA(s)</b>                | <b>Private Entity</b>                | <b>Partnership Type</b>                               |
| TACOM  | ANAD                         | General Dynamics Land Systems (GDLS) | Lease Of Facilities And Equipment<br>Sale Of Services |
| <b>Authority</b>   | <b>Period Of Performance</b> |                                      |   |
| 10 USC 2208(j)<br>10 USC 2474  | <b>Start Date:</b> June 2001 | <b>End Date:</b>                     | December 2008   |
| <b>Description of Partnership</b>  |                              |                                      |   |
| Anniston Army Depot performs vehicle assembly, vehicle finishing operations, vehicle final paint and miscellaneous production services (e.g., POL, Paint, Hazardous Waste). General Dynamics performs vehicle assembly, vehicle test and acceptance, and supply of all parts and material.   |                              |                                      |   |
| <b>Weapon System(s) or Equipment Being Supported</b>   |                              |                                      |   |
| Stryker Vehicle  |                              |                                      |   |
| <b>Revenue or Consideration</b>  |                              |                                      |   |
| Expected Total Revenue Over Life Of Partnership:   |                              |                                      | \$20,000,000  |
| Expected Annual Revenue:   |                              |                                      | \$2,000,000   |
| Depot Revenue To Date:   |                              |                                      | \$2,600,000   |
| <b>Benefits</b>  |                              |                                      |   |
| For the first time ANAD is involved in the front-end of life-cycle of a weapon system. For ANAD this means that earlier than ever before, ANAD personnel have training and knowledge of the weapon system and can identify the resources in terms of facilities, skills, equipment, etc., required to support the weapon system in the future. |                              |                                      |   |
| <b>Workforce</b>   |                              |                                      |   |
| Anticipated number of Federal Government jobs at the depot directly attributable to this partnership   |                              |                                      | 30.0  |
| Anticipated private sector jobs in the local community (excluding those at the depot)  |                              |                                      | Unknown   |
| Anticipated private sector jobs at the depot   |                              |                                      | 260.00  |
| Federal Government DLHs at the depot expended to date  |                              |                                      | 56,000.0  |
| <b>Capital Investment</b>  |                              |                                      |   |
| Expected private sector investment   |                              |                                      | \$ 6,000,000  |
| Expected direct investment at the depot by other government entities   |                              |                                      | \$ 0  |



| A-63  |                              | As of Fourth Quarter FY02    |                                 |
|---|------------------------------|------------------------------|---------------------------------|
| <b>Project:</b>   | STRYKER - 2                  |                              | <b>Status:</b> Currently Active |
| <b>Command</b>  | <b>DMA(s)</b>                | <b>Private Entity</b>        | <b>Partnership Type</b>         |
| TACOM   | ANAD                         | General Motors Defense (GMD) | Sale Of Services                |
| <b>Authority</b>  | <b>Period Of Performance</b> |                              |                                 |
| 10 USC 2208(j)  | <b>Start Date:</b>           | May 2001                     | <b>End Date:</b> December 2008  |
| <b>Description of Partnership</b>   |                              |                              |                                 |
| Anniston Army Depot performs hull modification and repair, and component modification and repair. General Motors performs vehicle assembly, vehicle test and acceptance, and supply of all parts and material.    |                              |                              |                                 |
| <b>Weapon System(s) or Equipment Being Supported</b>  |                              |                              |                                 |
| Stryker Vehicle   |                              |                              |                                 |
| <b>Revenue or Consideration</b>   |                              |                              |                                 |
| Expected Total Revenue Over Life Of Partnership:  |                              |                              | \$280,000                       |
| Expected Annual Revenue:  |                              |                              | \$40,000                        |
| Depot Revenue To Date:  |                              |                              | \$20,000                        |
| <b>Benefits</b>   |                              |                              |                                 |
| Reduced Repair Cycle Time: ANAD's performance of these services negates the requirement for hulls and components shipped for the GDLS assembly operation to be returned to Canada for modification and/or repair. |                              |                              |                                 |
| <b>Workforce</b>  |                              |                              |                                 |
| Anticipated number of Federal Government jobs at the depot directly attributable to this partnership  |                              |                              | 1.0                             |
| Anticipated private sector jobs in the local community (excluding those at the depot)   |                              |                              | Unknown                         |
| Anticipated private sector jobs at the depot  |                              |                              | 0.00                            |
| Federal Government DLHs at the depot expended to date   |                              |                              | 285.0                           |
| <b>Capital Investment</b>   |                              |                              |                                 |
| Expected private sector investment  |                              |                              | \$ 0                            |
| Expected direct investment at the depot by other government entities  |                              |                              | \$ 0                            |

|   |                              |   |                          |
|---|------------------------------|---|--------------------------|
| <b>A-64</b>   |                              | <b>As of Fourth Quarter FY02</b>                                |                          |
| <b>Project:</b> Wolverine   |                              | <b>Status:</b> Currently Active<br>Active Preceding Fiscal Year |                          |
| <b>Command</b>  | <b>DMA(s)</b>                | <b>Private Entity</b>   | <b>Partnership Type</b>  |
| TACOM   | ANAD                         | General Dynamics Land Systems                                   | Workshare                |
| <b>Authority</b>  | <b>Period Of Performance</b> |   |                          |
| Not Applicable  | <b>Start Date:</b>           | January 1998  | <b>End Date:</b> Ongoing |
| <b>Description of Partnership</b>   |                              |   |                          |
| This is a partnership program for the conversion of a basic M1 tank to the Wolverine, a Leguan Bridge System Vehicle. Anniston Army Depot performs complete vehicle disassembly, hull rework, demilitarization of turrets, overhaul of major subassemblies, overhaul of components, and shipment of vehicles to the Lima Army Tank Plant. General Dynamics performs chassis assembly, procures and installs bridges, inspects, and tests. |                              |   |                          |
| <b>Weapon System(s) or Equipment Being Supported</b>  |                              |   |                          |
| M1 Vehicles   |                              |   |                          |
| <b>Revenue or Consideration</b>   |                              |   |                          |
| Expected Total Revenue Over Life Of Partnership:  |                              |   |                          |
| Expected Annual Revenue:  |                              |   | \$1,600,000              |
| Depot Revenue To Date:  |                              |   | \$4,182,000              |
| <b>Benefits</b>   |                              |   |                          |
| No product support or improved business processes anticipated.  |                              |   |                          |
| <b>Workforce</b>  |                              |   |                          |
| Anticipated number of Federal Government jobs at the depot directly attributable to this partnership  |                              |   | 14.0                     |
| Anticipated private sector jobs in the local community (excluding those at the depot)   |                              |   |                          |
| Anticipated private sector jobs at the depot  |                              |   |                          |
| Federal Government DLHs at the depot expended to date   |                              |   | 44,569.0                 |
| <b>Capital Investment</b>   |                              |   |                          |
| Expected private sector investment  |                              |   | \$ 0                     |
| Expected direct investment at the depot by other government entities  |                              |   | \$ 0                     |

| A-65   |  | As of Fourth Quarter FY02 |  |
|--|--|---------------------------|--|
| <b>Project:</b>  | Brackets and Racks, Local Area Network (LAN) Box and Panel Display |                           | <b>Status:</b> Completed<br>Active Preceding Fiscal Year |
| <b>Command</b>   | <b>DMA(s)</b>  | <b>Private Entity</b>     | <b>Partnership Type</b>                                  |
| CECOM  | TYAD   | TRW Space & Defense       | Sale Of Articles<br>Sale Of Services                     |
| <b>Authority</b>   | <b>Period Of Performance</b>                                       |                           |  |
| 10 USC 4543  | <b>Start Date:</b>   | August 2001               | <b>End Date:</b> April 2002                              |
| <b>Description of Partnership</b>  |  |                           |  |
| Tobyhanna Army Depot provided services to TRW Space & Defense for the fabrication of six items. The items consisted of Local Area Network (LAN) Box Assembly, Remote TAU Radio Box Assembly, Flat Panel Display Assembly, V1 RWS Rigid Kit and Router Adapter Plate Assembly.  |  |                           |  |
| <b>Weapon System(s) or Equipment Being Supported</b>   |  |                           |  |
| Brackets & Racks, Local Area Network (LAN) Box and Panel Display   |  |                           |  |
| <b>Revenue or Consideration</b>  |  |                           |  |
| Expected Total Revenue Over Life Of Partnership:   |  |                           | \$137,000  |
| Expected Annual Revenue:   |  |                           |  |
| Depot Revenue To Date:   |  |                           | \$137,000  |
| <b>Benefits</b>  |  |                           |  |
| Tobyhanna Army Depot (TYAD) was able to produce the items for TRW from existing TYAD drawings. This reduced the delivery time to the customer since TRW would have been required to reverse engineer or design items to perform the functions of the TYAD-supplied items. Also, the TYAD items are logistically supported, eliminating the need to develop a support package if new items were introduced into the system. Participation in the program allowed Tobyhanna Army Depot to gain exposure to best commercial business practices of a major defense contractor. |  |                           |  |
| <b>Workforce</b>   |  |                           |  |
| Anticipated number of Federal Government jobs at the depot directly attributable to this partnership   |  |                           | 0.5  |
| Anticipated private sector jobs in the local community (excluding those at the depot)  |  |                           |  |
| Anticipated private sector jobs at the depot   |  |                           |  |
| Federal Government DLHs at the depot expended to date  |  |                           | 1,555.0  |
| <b>Capital Investment</b>  |  |                           |  |
| Expected private sector investment   |  |                           | \$ 0   |
| Expected direct investment at the depot by other government entities   |  |                           | \$ 0   |

| A-66  |                              | As of Fourth Quarter FY02                                       |                                      |
|---|------------------------------|---|--------------------------------------|
| <b>Project:</b> Prophet Block I Cable Assemblies  |                              | <b>Status:</b> Currently Active<br>Active Preceding Fiscal Year |                                      |
| <b>Command</b>  | <b>DMA(s)</b>                | <b>Private Entity</b>   | <b>Partnership Type</b>              |
| CECOM   | TYAD                         | Titan Systems Corp.   | Sale Of Articles<br>Sale Of Services |
| <b>Authority</b>  |                              | <b>Period Of Performance</b>                                    |                                      |
| 10 USC 2208(j)  | <b>Start Date:</b> June 2001 | <b>End Date:</b>  | June 2007                            |
| <b>Description of Partnership</b>   |                              |   |                                      |
| The Prophet System provides accurate HF/VHF/UHF monitoring and direction finding capabilities that will be the sole tactical commander's Signals Intelligence/ Electronic Warfare (SIGINT/EW) Ground Surveillance capability for echelons Division and below. The Prophet System is replacing many of the current SIGINT/EW systems (AN/TSQ-138, AN/TRQ-32, AN/TLA-17A and AN/PRD-12). Titan provided the engineering and development of prototype vehicles. Tobyhanna Army Depot manufactured cable assemblies.                    |                              |   |                                      |
| <b>Weapon System(s) or Equipment Being Supported</b>  |                              |   |                                      |
| Manufacture of cable assemblies for Prophet Block I program.  |                              |   |                                      |
| <b>Revenue or Consideration</b>   |                              |   |                                      |
| Expected Total Revenue Over Life Of Partnership:  |                              |   |                                      |
| Expected Annual Revenue:  |                              |   |                                      |
| Depot Revenue To Date: \$461,907  |                              |   |                                      |
| <b>Benefits</b>   |                              |   |                                      |
| The contract award was made on a best value basis. The manufacture of Titan-designed cables at Tobyhanna along with the Titan-proposed system represented the best value to the Government. Manufacturing critical items as an industry subcontractor has allowed Tobyhanna to gain exposure to best commercial business practices of a major defense contractor. Working on the Prophet program has provided Tobyhanna the opportunity to work with newest Signals Intelligence/Electronic Warfare (SIGINT/EW) system in the Army. |                              |   |                                      |
| <b>Workforce</b>  |                              |   |                                      |
| Anticipated number of Federal Government jobs at the depot directly attributable to this partnership  |                              |   | 2.0                                  |
| Anticipated private sector jobs in the local community (excluding those at the depot)   |                              |   |                                      |
| Anticipated private sector jobs at the depot  |                              |   |                                      |
| Federal Government DLHs at the depot expended to date   |                              |   | 3,400.0                              |
| <b>Capital Investment</b>   |                              |   |                                      |
| Expected private sector investment  |                              |   | \$ 0                                 |
| Expected direct investment at the depot by other government entities  |                              |   | \$ 0                                 |

| A-67   |  | As of Fourth Quarter FY02 |                                 |
|--|--|---------------------------|---------------------------------|
| <b>Project:</b>  | Communications Security (COMSEC) Cryptographic Equipment |                           | <b>Status:</b> Currently Active |
| <b>Command</b>   | <b>DMA(s)</b>  | <b>Private Entity</b>     | <b>Partnership Type</b>         |
| CECOM  | TYAD   | Titan Systems             | Sale Of Services                |
| <b>Authority</b>   | <b>Period Of Performance</b>                             |                           |                                 |
| 10 USC 2474  | <b>Start Date:</b> June 2002                             | <b>End Date:</b>          | June 2007                       |
| <b>Description of Partnership</b>  |  |                           |                                 |
| Tobyhanna Army Depot provided personnel, labor, equipment, facilities, tools, parts, and materials necessary to inspect, repair and test. Tobyhanna Army Depot also provided other services for type/cryptographic and ancillary equipment for Titan Systems.  |  |                           |                                 |
| <b>Weapon System(s) or Equipment Being Supported</b>   |  |                           |                                 |
| Communications Security (COMSEC) Cryptographic Equipment.  |  |                           |                                 |
| <b>Revenue or Consideration</b>  |  |                           |                                 |
| Expected Total Revenue Over Life Of Partnership:   |  |                           | \$4,900                         |
| Expected Annual Revenue:   |  |                           |                                 |
| Depot Revenue To Date:   |  |                           | \$775                           |
| <b>Benefits</b>  |  |                           |                                 |
| Titan Systems has access to Tobyhanna Army Depot's extensive COMSEC repair capability which allows Titan Systems to meet its customer's repair cycle time. Participation in the program has allowed Tobyhanna Army Depot to gain exposure to best commercial business practices of a major defense contractor. |  |                           |                                 |
| <b>Workforce</b>   |  |                           |                                 |
| Anticipated number of Federal Government jobs at the depot directly attributable to this partnership   |  |                           | 0.0                             |
| Anticipated private sector jobs in the local community (excluding those at the depot)  |  |                           |                                 |
| Anticipated private sector jobs at the depot   |  |                           |                                 |
| Federal Government DLHs at the depot expended to date  |  |                           | 10.0                            |
| <b>Capital Investment</b>  |  |                           |                                 |
| Expected private sector investment   |  |                           | \$ 0                            |
| Expected direct investment at the depot by other government entities   |  |                           | \$ 0                            |

| A-68   |   | As of Fourth Quarter FY02 |   |
|--|---|---------------------------|---|
| <b>Project:</b>  | Satellite Communications (SATCOM) Equipment |                           | <b>Status:</b> Currently Active                 |
| <b>Command</b>   | <b>DMA(s)</b>                               | <b>Private Entity</b>     | <b>Partnership Type</b>                         |
| CECOM  | TYAD  | Signal Corp.              | Sale Of Articles<br>Sale Of Services<br>Teaming |
| <b>Authority</b>   | <b>Period Of Performance</b>                |                           |   |
| 10 USC 2208(j)   | <b>Start Date:</b>                          | February 2002             | <b>End Date:</b> February 2007                  |
| <b>Description of Partnership</b>  |   |                           |   |
| This is an OMNIBUS contract to provide engineering, analytical, technical and logistic services in support of exterior and satellite communications for Navy ships and shore activities. Tobyhanna Army Depot will provide hardware modification, field engineering, installation and prototyping on a task order basis. Tobyhanna has not executed any task orders on this program.   |   |                           |   |
| <b>Weapon System(s) or Equipment Being Supported</b>   |   |                           |   |
| Navy Satellite Communications (SATCOM) Equipment support.  |   |                           |   |
| <b>Revenue or Consideration</b>  |   |                           |   |
| Expected Total Revenue Over Life Of Partnership:   |   |                           |   |
| Expected Annual Revenue:   |   |                           |   |
| Depot Revenue To Date: \$0   |   |                           |   |
| <b>Benefits</b>  |   |                           |   |
| The contract was award on a best value basis. The team represented the best value to the Government to perform these engineering, analytical, technical and logistic services in support of exterior and satellite communications for Navy ships and shore activities. Tobyhanna participated in this program to secure workload on critical systems that was contracted to industry under the program. Repair of this equipment will help Tobyhanna maintain critical capabilities and skills at the depot. The execution of partnerships on OMNIBUS programs has not been a great success at Tobyhanna. Workload is awarded on a task order basis. The prime contractor and the multiple subcontractors actively market the team's capabilities to potential customers. Since Tobyhanna is precluded from actively marketing the team, due to non-endorsement requirements, the industry partners have viewed the depot as a "non-participant" in the program. The lack of Tobyhanna's ability to market with the team has limited the amount of workload that has been offered to the depot. As a result of the lack of success on this program, Tobyhanna is re-evaluating participation on future OMNIBUS programs. |   |                           |   |
| <b>Workforce</b>   |   |                           |   |
| Anticipated number of Federal Government jobs at the depot directly attributable to this partnership   |   |                           | 0.0   |
| Anticipated private sector jobs in the local community (excluding those at the depot)  |   |                           |   |
| Anticipated private sector jobs at the depot   |   |                           |   |
| Federal Government DLHs at the depot expended to date  |   |                           | 0.0   |
| <b>Capital Investment</b>  |   |                           |   |
| Expected private sector investment   |   |                           | \$ 0  |
| Expected direct investment at the depot by other government entities   |   |                           | \$ 0  |

| A-69   |                                | As of Fourth Quarter FY02                                       |                                      |
|--|--------------------------------|---|--------------------------------------|
| <b>Project:</b> FIREFINDER AN/TPQ-37 Radar   |                                | <b>Status:</b> Currently Active<br>Active Preceding Fiscal Year |                                      |
| <b>Command</b>   | <b>DMA(s)</b>                  | <b>Private Entity</b>   | <b>Partnership Type</b>              |
| CECOM  | TYAD                           | Raytheon  | Sale Of Articles<br>Sale Of Services |
| <b>Authority</b>   | <b>Period Of Performance</b>   |   |                                      |
| 10 USC 4543  | <b>Start Date:</b> August 2001 | <b>End Date:</b>  | May 2003                             |
| <b>Description of Partnership</b>  |                                |   |                                      |
| Tobyhanna Army Depot provides eight-each modular azimuth positioning system kits for the country of Greece. Raytheon provides the AN/TPQ-37 FIREFINDER radar systems.  |                                |   |                                      |
| <b>Weapon System(s) or Equipment Being Supported</b>   |                                |   |                                      |
| AN/TPQ-37 FIREFINDER Radar System Modular Azimuth Positioning System Kits for the Country of Greece  |                                |   |                                      |
| <b>Revenue or Consideration</b>  |                                |   |                                      |
| Expected Total Revenue Over Life Of Partnership:   |                                |   | \$660,580                            |
| Expected Annual Revenue:   |                                |   | \$300,000                            |
| Depot Revenue To Date:   |                                |   | \$660,580                            |
| <b>Benefits</b>  |                                |   |                                      |
| Tobyhanna Army Depot (TYAD) has experience producing Modular Azimuth Positioning System (MAPS) for kits for the FIREFINDER radar systems. The Raytheon-TYAD team can deliver the AN/TPQ-37 FIREFINDER radar with MAPS kit installed at a reduced cost and with a shorter delivery schedule. Manufacturing critical items as an industry subcontractor has allowed Tobyhanna Army Depot to gain exposure to best commercial business practices of a major defense contractor. |                                |   |                                      |
| <b>Workforce</b>   |                                |   |                                      |
| Anticipated number of Federal Government jobs at the depot directly attributable to this partnership   |                                |   | 2.3                                  |
| Anticipated private sector jobs in the local community (excluding those at the depot)  |                                |   |                                      |
| Anticipated private sector jobs at the depot   |                                |   |                                      |
| Federal Government DLHs at the depot expended to date  |                                |   | 3,645.0                              |
| <b>Capital Investment</b>  |                                |   |                                      |
| Expected private sector investment   |                                |   | \$ 0                                 |
| Expected direct investment at the depot by other government entities   |                                |   | \$ 0                                 |

| A-70  |   | As of Fourth Quarter FY02                                 |   |
|---|---|---|---|
| <b>Project:</b>   | Multiple Launch Rocket System (MLRS) Hoist Assembly |   | <b>Status:</b> Currently Active<br>Active Preceding Fiscal Year |
| <b>Command</b>  | <b>DMA(s)</b>                                       | <b>Private Entity</b>                                     | <b>Partnership Type</b>   |
| TACOM   | RRAD  | Lockeed Martin Missiles and Fire Control (LMMFC) - Camden | Sale Of Services  |
| <b>Authority</b>  | <b>Period Of Performance</b>                        |   |   |
| 10 USC 2208(j)  | <b>Start Date:</b>                                  | June 2001   | <b>End Date:</b> June 2003                                      |
| <b>Description of Partnership</b>   |   |   |   |
| RRAD is provided hoist assemblies as candidates for overhaul. Upon completion of repair, assets are returned to LMMFC-Camden for installation upon the vehicle. |   |   |   |
| <b>Weapon System(s) or Equipment Being Supported</b>  |   |   |   |
| MLRS Hoist Assembly and Motor   |   |   |   |
| <b>Revenue or Consideration</b>   |   |   |   |
| Expected Total Revenue Over Life Of Partnership:  |   |   | \$623,000   |
| Expected Annual Revenue:  |   |   |   |
| Depot Revenue To Date:  |   |   | \$434,000   |
| <b>Benefits</b>   |   |   |   |
| No product support or improved business processes anticipated.  |   |   |   |
| <b>Workforce</b>  |   |   |   |
| Anticipated number of Federal Government jobs at the depot directly attributable to this partnership  |   |   | 1.0   |
| Anticipated private sector jobs in the local community (excluding those at the depot)   |   |   |   |
| Anticipated private sector jobs at the depot  |   |   |   |
| Federal Government DLHs at the depot expended to date   |   |   | 2,304.0   |
| <b>Capital Investment</b>   |   |   |   |
| Expected private sector investment  |   |   | \$ 0  |
| Expected direct investment at the depot by other government entities  |   |   | \$ 0  |



Partnership Synopsis — All Partnerships At All Army Depots

| A-71  |                                       | As of Fourth Quarter FY02                          |  |
|---|---------------------------------------|--|--|
| <b>Project:</b>   | Patriot Missile Conduit Cover Shields |  | <b>Status:</b> Completed<br>Active Preceding Fiscal Year |
| <b>Command</b>  | <b>DMA(s)</b>                         | <b>Private Entity</b>                              | <b>Partnership Type</b>                                  |
| TACOM   | RRAD                                  | Lockeed Martin Missiles and Fire Control - Orlando | Sale Of Services   |
| <b>Authority</b>  | <b>Period Of Performance</b>          |  |  |
| 10 USC 4543<br>22 USC 2770  | <b>Start Date:</b> April 2001         | <b>End Date:</b> June 2001                         |  |
| <b>Description of Partnership</b>   |                                       |  |  |
| RRAD performed the manufacture of PATRIOT Missile Conduit Cover shields for LMMFC to incorporate into PATRIOT missile as the Original Equipment Manufacturer. RRAD provided all raw materials and labor. This was in support of Foreign Military Sales. |                                       |  |  |
| <b>Weapon System(s) or Equipment Being Supported</b>  |                                       |  |  |
| PATRIOT   |                                       |  |  |
| <b>Revenue or Consideration</b>   |                                       |  |  |
| Expected Total Revenue Over Life Of Partnership:  |                                       |  | \$4,600  |
| Expected Annual Revenue:  |                                       |  |  |
| Depot Revenue To Date:  |                                       |  | \$4,600  |
| <b>Benefits</b>   |                                       |  |  |
| No product support or improved business processes anticipated.  |                                       |  |  |
| <b>Workforce</b>  |                                       |  |  |
| Anticipated number of Federal Government jobs at the depot directly attributable to this partnership  |                                       |  | 1.0  |
| Anticipated private sector jobs in the local community (excluding those at the depot)   |                                       |  |  |
| Anticipated private sector jobs at the depot  |                                       |  |  |
| Federal Government DLHs at the depot expended to date   |                                       |  | 80.0   |
| <b>Capital Investment</b>   |                                       |  |  |
| Expected private sector investment  |                                       |  | \$ 0   |
| Expected direct investment at the depot by other government entities  |                                       |  | \$ 0   |

| A-72  |   | As of Fourth Quarter FY02                                   |                                 |
|---|---|---|---------------------------------|
| <b>Project:</b>   | Small Emplacement Excavator (SEE) (Market Survey) |   | <b>Status:</b> Currently Active |
| <b>Command</b>  | <b>DMA(s)</b>                                     | <b>Private Entity</b>                                       | <b>Partnership Type</b>         |
| TACOM   | RRAD  | Stewart & Stevenson Tactical Vehicle Systems LP (S&S TVSLP) | Teaming                         |
| <b>Authority</b>  | <b>Period Of Performance</b>                      |   |                                 |
| 10 USC 2208(j)  | <b>Start Date:</b>                                | March 2002  | <b>End Date:</b> Ongoing        |
| <b>Description of Partnership</b>   |   |   |                                 |
| RRAD has signed a teaming agreement with Stewart and Stevenson to cooperate in potential partnerships on mutually beneficial programs and solicitations. This partnership was formed to respond to a TACOM market survey concerning new technologies for the SEE vehicle. No workload requirements have yet been generated from the survey, but the partnership remains in place. |   |   |                                 |
| <b>Weapon System(s) or Equipment Being Supported</b>  |   |   |                                 |
| None  |   |   |                                 |
| <b>Revenue or Consideration</b>   |   |   |                                 |
| Expected Total Revenue Over Life Of Partnership:  |   |   |                                 |
| Expected Annual Revenue:  |   |   |                                 |
| Depot Revenue To Date: \$0  |   |   |                                 |
| <b>Benefits</b>   |   |   |                                 |
| No product support or improved business processes anticipated.  |   |   |                                 |
| <b>Workforce</b>  |   |   |                                 |
| Anticipated number of Federal Government jobs at the depot directly attributable to this partnership  |   |   | 0.0                             |
| Anticipated private sector jobs in the local community (excluding those at the depot)   |   |   |                                 |
| Anticipated private sector jobs at the depot  |   |   |                                 |
| Federal Government DLHs at the depot expended to date   |   |   | 0.0                             |
| <b>Capital Investment</b>   |   |   |                                 |
| Expected private sector investment  |   |   | \$ 0                            |
| Expected direct investment at the depot by other government entities  |   |   | \$ 0                            |

| A-73   |                                 | As of Fourth Quarter FY02  |                          |
|--|---------------------------------|----------------------------|--------------------------|
| <b>Project:</b>  | Wing Lug Fixture                |                            | <b>Status:</b> Completed |
| <b>Command</b>   | <b>DMA(s)</b>                   | <b>Private Entity</b>      | <b>Partnership Type</b>  |
| TACOM  | ANAD                            | Depot Services, Inc. (DSI) | Sale Of Services         |
| <b>Authority</b>   | <b>Period Of Performance</b>    |                            |                          |
| 10 USC 2474  | <b>Start Date:</b> October 2002 | <b>End Date:</b>           | February 2003            |
| 10 USC 4543  |                                 |                            |                          |
| <b>Description of Partnership</b>  |                                 |                            |                          |
| ANAD provided fabrication of a wing lug fixture, packaging of the wing lug fixture, and shipment of the wing lug fixture for sale to DSI. DSI, acting as a broker and under a contract with the Navy, sold the wing lug fixture to the Navy. The wing lug fixture is used in the alignment of wings on aircraft. |                                 |                            |                          |
| <b>Weapon System(s) or Equipment Being Supported</b>   |                                 |                            |                          |
| F-18 Aircraft  |                                 |                            |                          |
| <b>Revenue or Consideration</b>  |                                 |                            |                          |
| Expected Total Revenue Over Life Of Partnership:   |                                 |                            | \$44,000                 |
| Expected Annual Revenue:   |                                 |                            | \$44,000                 |
| Depot Revenue To Date:   |                                 |                            | \$44,000                 |
| <b>Benefits</b>  |                                 |                            |                          |
| No product support or improved business processes anticipated.   |                                 |                            |                          |
| <b>Workforce</b>   |                                 |                            |                          |
| Anticipated number of Federal Government jobs at the depot directly attributable to this partnership   |                                 |                            | 0.3                      |
| Anticipated private sector jobs in the local community (excluding those at the depot)  |                                 |                            |                          |
| Anticipated private sector jobs at the depot   |                                 |                            |                          |
| Federal Government DLHs at the depot expended to date  |                                 |                            | 560.0                    |
| <b>Capital Investment</b>  |                                 |                            |                          |
| Expected private sector investment   |                                 |                            | \$ 0                     |
| Expected direct investment at the depot by other government entities   |                                 |                            | \$ 0                     |

| A-74   |                              | As of Fourth Quarter FY02 |                                 |
|--|------------------------------|---------------------------|---------------------------------|
| <b>Project:</b>  | Jordanian Training           |                           | <b>Status:</b> Currently Active |
| <b>Command</b>   | <b>DMA(s)</b>                | <b>Private Entity</b>     | <b>Partnership Type</b>         |
| TACOM  | ANAD                         | UDLP                      | Sale Of Services                |
| <b>Authority</b>   | <b>Period Of Performance</b> |                           |                                 |
| 10 USC 2474  | <b>Start Date:</b>           | November 2002             | <b>End Date:</b> August 2003    |
| <b>Description of Partnership</b>  |                              |                           |                                 |
| ANAD provided refresher training to UDLP field service representatives on the overhaul of three major M113 FOV subassemblies: the transfer gear case, the differential, and the TX100-1 transmission. ANAD originally was to provide in-country technical support during a pilot program. That portion of the effort has been cancelled. UDLP, under contract with TACOM, is providing the Jordanian government with a modernization program for the M113 FOV. |                              |                           |                                 |
| <b>Weapon System(s) or Equipment Being Supported</b>   |                              |                           |                                 |
| None   |                              |                           |                                 |
| <b>Revenue or Consideration</b>  |                              |                           |                                 |
| Expected Total Revenue Over Life Of Partnership:   |                              |                           | \$29,278                        |
| Expected Annual Revenue:   |                              |                           | \$29,278                        |
| Depot Revenue To Date:   |                              |                           | \$0                             |
| <b>Benefits</b>  |                              |                           |                                 |
| No product support or improved business processes anticipated.   |                              |                           |                                 |
| <b>Workforce</b>   |                              |                           |                                 |
| Anticipated number of Federal Government jobs at the depot directly attributable to this partnership   |                              |                           | 4.0                             |
| Anticipated private sector jobs in the local community (excluding those at the depot)  |                              |                           |                                 |
| Anticipated private sector jobs at the depot   |                              |                           |                                 |
| Federal Government DLHs at the depot expended to date  |                              |                           | 0.0                             |
| <b>Capital Investment</b>  |                              |                           |                                 |
| Expected private sector investment   |                              |                           | \$ 0                            |
| Expected direct investment at the depot by other government entities   |                              |                           | \$ 0                            |